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ANNUAL REPORT  
OF THE  
DEPARTMENT OF PUBLIC WORKS  
OF THE  
PROVINCE OF ALBERTA

1921





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ANNUAL REPORT

OF THE

**DEPARTMENT OF PUBLIC WORKS**

OF THE

PROVINCE OF ALBERTA

1921

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PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY

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EDMONTON, February 2, 1922.

*To His Honor*

ROBERT GEORGE BRETT,

*Lieutenant Governor of the Province of Alberta.*

May it please Your Honor:—The undersigned has the honor to submit herewith the Report of the Department of Public Works for the year ending December 31, 1921.

Respectfully submitted,

ALEX. ROSS,

*Minister of Public Works.*







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# REPORT

## OF THE

### DEPUTY MINISTER OF PUBLIC WORKS

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HON. ALEX. ROSS,

*Minister of Public Works,*

Edmonton, Alberta.

SIR:—I have the honour to submit herewith the report of the Department of Public Works for the year 1921.

#### HIGHWAYS BRANCH

In the work of bridge construction a distinct improvement has been manifest. The price of bridge timber has shown a downward tendency, while the quality of the material available has been above the average. The service given by the mills has been excellent. The price of steel has declined until at present it approximates pre-war prices. A full list of the bridges constructed together with a description of the more important of these is shown in the body of the report. There were 362 bridges constructed and 157 repaired, making a total of 519 bridges dealt with during the year.

The operation of the ferries has been conducted to the general satisfaction of the travelling public and without any serious loss or accident. Sixty-five ferries were operated by the Department. In addition there were three ferries maintained and operated by the settlers as there was not sufficient traffic to keep an operator continuously employed, making sixty-eight ferries in operation during the season. Five new ferries were built and installed during the year.

Considerable progress was made in the construction of main highways. This work consisted mainly of grading and putting in necessary culverts. When the grades have been constructed and the roadbed properly drained all that is required for a moderately effective main highway is proper maintenance.

The constant traffic on these roads and the maintenance work necessary to keep them in proper condition will tend to improve the roadbed and prepare it for surfacing, when the proper method and material for that work has been made available.

#### SURVEYS BRANCH

A fair average season's work was done in the field, although one less party was engaged in the work than previously.



The submission of plans by the Municipal Districts for examination and approval are steadily increasing, with the prospect of considerable further increase if the present practice is continued.

#### DRAINAGE AND IRRIGATION

In the drainage work no new construction was undertaken during the year. Work was carried on in the four districts that were started previously in two of them, Holden District No. 1 and Viking District No. 6, the work was practically completed. In the other two districts, Daysland No. 4 and Dixon District No. 7, about two-thirds of the work has been completed.

Several petitions have been received and the necessary steps were taken towards their formation into districts.

#### ARCHITECTURAL BRANCH

The work during the past year in this branch has been exceptionally heavy on account of the large amount of construction work being carried on, and the preparation of plans and estimates for proposed construction.

The Nurses' Home at Ponoka, designed to accommodate forty-six nurses, was begun and completed during the season.

The first unit of the Female Gaol at Fort Saskatchewan was begun and carried well along towards completion.

The construction in connection with the Normal School and Institute of Technology at Calgary, together with work-shop and power house, has been proceeding in a satisfactory manner. These buildings are now enclosed and heated, and work on the interior is proceeding rapidly. A full report of the operations of this branch will be found in the report of the Provincial Architect.

#### STEAM BOILERS BRANCH

The administration of the Steam Boilers Act has been carried out as effectively as possible. Owing to certain vacancies in the staff of the Chief Boiler Inspector, it was found to be impossible to attend to all the inspections that should have been made, although the average number of inspections made by the inspectors is higher than last year. It is to be hoped that the staff of the Chief Boiler Inspector may be brought up to and maintained at full strength, so that all necessary inspections may be made and the interests of the general public safeguarded by a full and strict enforcement of the Act.

A complete report of the activities of this branch will be found in the Chief Inspector's Report.

#### INSTITUTIONS

Complete returns from the public institutions are included in this report, and will be published separately as in former years.

## ACCOUNTANT'S BRANCH

The work of the Accountant's Branch has increased very largely during the past year. The number of vouchers paid has increased 27 per cent. over the previous year.

## CORRESPONDENCE BRANCH

The volume of correspondence passing through this branch has been larger than usual, and has necessitated considerable effort in order to keep our system of record up to date.

The following detailed reports from the several branches of your department will be found to contain full information as to their activities during the past year.

Respectfully submitted,

J. D. ROBERTSON,

*Deputy Minister.*



## HIGHWAYS BRANCH

EDMONTON, February 6, 1922.

Sir,—I have the honor to submit herewith report of Bridge Work performed during the year ending December 31, 1921.

During the season from April to November we had fifteen crews constructing small bridges, and one crew working all year on steel and concrete structures. A number of bridges that were left unfinished from 1920 were constructed and all small bridges ordered during 1921 were completed during the year.

Weather conditions were very favorable for carrying on the work during the year and material and labor dropped considerably from 1920. The lumber mills gave us excellent service, and we obtained the best material we have had for a number of years.

Steel dropped by the end of season to practically pre-war prices.

Bridge over the Bow River near Kinnondale, consisting of two 200-foot and one 250-foot steel spans on concrete piers and abutments, was completed and opened for traffic the 1st of March. Work was commenced on this bridge in September, 1920, and was carried on successfully during the winter 1920-21. This is one of the finest bridges we have in the Province.

Bridge over Bow River at Bowness Park to give access to sanatorium, consisting of two 180-foot steel spans on concrete pier and abutments, was completed and opened for traffic in September.

Bridge over the Red Deer River, eleven miles east of Red Deer consisting of one 200-foot and two 135-foot steel spans on concrete, was commenced in October, and 75 per cent. of foundation work was completed by the end of 1921. This bridge will be opened for traffic in March, 1922.

The following steel spans were constructed on pile piers and abutments:

STREAM	LOCATION	SIZE
Rosebud Creek .....	Beynon .....	One 80-ft.
Rosebud Creek .....	Rosebud .....	One 80-ft.
Ghost River.....	13-26-6-5.....	One 125-ft. & four 18-ft. appr.
Battle River.....	N.E. 7-43-17-4.....	One 100-ft.
Knee Hills Creek.....	29/30-29-24-4 .....	One 80-ft.
Three Hills Creek.....	22-20-23-4 .....	One 60-ft.
Three Hills Creek.....	15-30-23-4 .....	One 60-ft.
Lone Pine Creek.....	23/24-30-26-4 .....	One 60-ft.
Knee Hills Creek.....	15/16-20-25-4 .....	One 80-ft.
Rosebud Creek .....	Redlands .....	One 80-ft.
Medicine River.....	26-36-2-5 .....	One 100-ft. & two 20-ft. appr.
Mackay Creek.....	2-3-12-1-4 .....	One 60-ft.

STREAM	LOCATION	SIZE
North Fork Creek.....	W. 35-5-1-4 .....	One 60-ft.
Mosquito Creek.....	21/22-16-28-4 .....	One 60-ft.
Mosquito Creek.....	W. 30-16-28-4 .....	One 60-ft.
Fish Creek.....	W. 6-23-1-5 .....	One 80-ft.
Medicine River.....	21/28-39-3-5 .....	One 80-ft.
Medicine River.....	6/31-37/38-2-5 .....	One 80-ft. & two 20-ft. appr.
Sturgeon River.....	10/15-56-23-4 .....	One 80-ft. & one 20-ft. appr.
Sturgeon River.....	5/8-55-24-4 .....	One 60-ft.
Sturgeon River.....	29/30-54-26-4 .....	One 80-ft.
Waskatenau Creek.....	33-58-19-4 .....	One 60-ft. & two 20-ft. appr.

The following Timber Trusses were constructed:

STREAM	LOCATION	SIZE
Nose Creek.....	S.E. 21-25-1-4 .....	One 60-ft.
Freeman River.....	13-62-7-5 .....	One 125-ft. & three 20-ft. app.
Jumping Pound Creek.	4-26-4-5 .....	One 125-ft. & two 20-ft. appr.
Little Red Deer River.	S.E. 1-30-5-5 .....	One 125-ft.
Little Red Deer River.	S.W. 1-30-5-5 .....	One 125-ft.
Wolf Creek.....	N. 22-53-16-5 .....	One 60-ft.
Creek .....	25-53-17-5 .....	One 40-ft.
Creek .....	8/17-53-18-5 .....	One 50-ft.
Moose River.....	22-72-2-5 .....	One 60-ft. & three 20-ft. appr.
Pembina River.....	10-61-27-4 .....	Two 125-ft. & one 60-ft. appr.
Paddle River.....	11/12-59-4-5 .....	One 60-ft.
Wabash Creek.....	13/14-60-27-4 .....	One 40-ft.
Beaverlodge River.....	4-72-10-6 .....	One 60-ft.
Bearhead Creek.....	7/18-81-19-5 .....	One 50-ft.
Backwater, Smoky Riv.	17-72-2-6 .....	One 60-ft.
Beaverlodge River.....	8/17-73-11-6 .....	One 40-ft. & one 18-ft. appr.
Battle River.....	13-46-22-4 .....	One 80-ft.

There were 362 bridges constructed and 157 repaired, making a total of 519 dealt with during the year.

Attached hereto is complete list of bridge work completed during the year.

Your obedient servant,

N. W. MACPHERSON,

*Bridge Engineer.*

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.



## BRIDGES

## MAINTENANCE — 1921

STREAM	LOCATION	SIZE AND CLASS
Arrowwood Creek.....	Bet. 5/21-18/19-25-4...	General repairs.
Bow River.....	In Sec. 9-21-21-4.....	Refloor.
Bow River.....	In Sec. 9-21-21-4.....	Repairs to piling and floor.
Bull Horn Coulee.....	Blood Indian Reserve..	Repairs to floor.
Belly River.....	S.E. of 12-3-28-4 .....	Repairs.
Big Hill Creek.....	Bet. 10/11-26-4-5 .....	Sheeted up and approaches filled.
Bow River.....	Stony Indian Reserve..	New stringers and refloor.
Beaver Dam Creek....	Bet. 1/36-28/29-3-5 ...	Resetting bridge.
Battle River.....	Sec. 5-46-20-4 .....	New piles, new stringers and refloor.
Battle River.....	Sec. 15-46-21-4 .....	New stringers and refloor.
Battle River.....	Sec. 33-43-18-4 .....	New swaybraces and refloor.
Bow River.....	S.W. of Gleichen .....	Refloor.
Belly River.....	At Lethbridge .....	Refloor.
Beaver Creek.....	Bet. 23/24-59-12-5 ....	Repairs.
Blindman River.....	W. of 15-39-27-4 .....	Refloor.
Bull Head Creek.....	S.E. of 16-12-5-4 .....	Resetting.
Blindman River.....	Sec. 9-43-2-5 .....	New pier.
Beaverlodge River....	Sec. 23-71-10-6 .....	General repairs.
Battle River.....	N. of 3-39-12-4 .....	Repairs.
Birch Creek.....	Bet. 7/12-51-10/11-4 ..	Repairs.
Battle River.....	Bet. 19/20-45-7-4 .....	Refloor.
Battle River.....	Sec. 25-45-23-4 .....	Refloor.
Battle River.....	Sec. 14-46-22-4 .....	Tightening truss.
Big Stone Creek.....	Sec. 2-42-24-4 .....	Tightening truss.
Creek .....	Bet. 2/3-23-21-4 .....	Refloor.
Creek .....	Sec. 12-5-21-4 .....	Repairs.
Coulee .....	Sec. 12-5-21-4 .....	Repairs to floor.
Creek .....	Bet. 13/18-5-20/21-4 ..	Repairs to floor.
Creek .....	Bet. 15/16-6-21-4 .....	Refloor.
Coal Creek.....	Sec. 2-27-5-5 .....	Repairs to floor.
Creek .....	E. of 24-27-1-5 .....	Repairs.
Creek .....	Bet. 9/10-31-1-5 .....	Re-setting.
Chalmers Creek.....	Sec. 20-54-15-5 .....	General repairs.
Chalmers Creek.....	Sec. 32-56-14-5 .....	General repairs.
Creek .....	Bet. 9/16-28-22-4 .....	Repairs to floor.
Creek .....	Bet. 7/8-32-17-4 .....	New piling, sheeting and handrail.
Creek .....	Sec. 7-19-28-4 .....	Refloor.
Creek .....	Sec. 2-9-22-4 .....	General repairs.
Creek .....	Bet. 35/36-54-3-5 .....	Repairs.
Creek .....	Bet. 32/33-50-55-4 .....	Repairs.
Creek .....	Bet. 25/26-49-28-4 .....	Piling cut down.
Creek .....	In 29-49-27-4 .....	Repairs.
Creek .....	Bet. 21/28-49-25-4 ....	Repairs.
Creek .....	Bet. 9/16-49-26-4 .....	Repairs to floor.
Creek .....	N.W. of 23-40-28-4 ....	Wings repaired.
Creek .....	Sec. 8-8-25-4 .....	Repairs.
Creek .....	Sec. 36-59-23-4 .....	Repairs.
Creek .....	Bet. 4/9-60-1-5 .....	Repairs.
Creek .....	E. of 31-71-9-6 .....	Repairs.
Creek .....	Sec. 24-38-28-4 .....	Refloor.
Crow's Nest Pass River.	Sec. 36-7-4-5 .....	Refloor.
Coulee .....	Bet. 9/16-6-20-4 .....	General Repairs.
Creek .....	Bet. 4/33-8-9-19-4 ....	Repairs.
Creek .....	Bet. 4/5-6-20-4 .....	Refloor.
Creek .....	Bet. 30/34-7-19-4 .....	Repairs to deck.
Creek .....	Bet. 10/11-5-14-4 .....	Refloor.

STREAM	LOCATION	SIZE AND CLASS
Creek .....	Sec. 29-59-17-4 .....	Repairs.
Dried Meat Creek.....	Bet. 16/17-45-18-4 .....	New piles, new wing and handrails.
Dog Pound Creek.....	Sec. 33-29-3-5 .....	New caps and wing, refloor.
Elbow River.....	Sec. 2-23-2-5 .....	Refloor.
Frog Creek.....	Sec. 8-56-3-4 .....	Repairs.
Fifteen Mile Coulee...	Sec. 5-7-19-4 .....	Repairs to deck.
Goose Creek.....	N.W. of 18-70-23-5 .....	General Repairs.
Goss Creek.....	Bet. 26/27-24-4-5 .....	Resetting.
Horse Creek.....	Sec. 32-29-4-5 .....	Slight reps.
Horse Creek.....	Sec. 29-26-4-5 .....	Repairs.
Heart River.....	At Peace River .....	Refloor.
Horseguard Creek.....	Bet. 31/36-38/39-5-5 ..	Repairs.
Irrigation Ditch.....	Calgary-Millarville (Trail) .....	Repairs.
Irrigation Canal.....	Sec. 32-6-19-4 .....	Repairs to deck.
Irrigation Canal.....	Bet. 4/5-6-21-4 .....	Repairs to approaches.
Knee Hill Creek.....	N.E. of 15-29-23-4 .....	Repairs to pier and refloor.
Knee Hill Creek.....	S.W. of 13-29-23-4 .....	New piles and repairs to pier.
Knee Hill Creek.....	Sec. 14-29-23-4 .....	Repairing and filling bent.
Knee Hill Creek.....	Bet. 13/18-30-26/27-4..	New stringers and refloor.
Kipp Coulee.....	Sec. 21-6-9-4 .....	Repairs to floor.
Kipp Coulee.....	Sec. 29-6-19-4 .....	Repairs to deck.
Kipp Coulee.....	Sec. 16-5-11-4 .....	Refloor.
Leis Creek.....	At Cardston .....	Refloor.
Leis Creek.....	Sec. 36-2-26-4 .....	Temporary repairs.
Lone Pine Creek.....	Bet. 19/30-31-27-4 .....	New piles, nose timbers and repairs to wings.
Lone Pine Creek.....	Bet. 17/20-31-27-4 .....	Repairs to wings and backing.
Last Hill Creek.....	Bet. 15/16-39-3-5 .....	General repairs.
Little Bow River.....	Sec. 10-11-19-4 .....	Refloor.
Milk River.....	Sec 11-1-23-4 .....	Approaches filled and wings repaired.
Muskeg Creek.....	Sec. 10-54-17-5 .....	Refloor.
Medicine River.....	Sec. 7-36-1-5 .....	New stringers and guard rails.
Mosquito Creek.....	Bet. 29/30-16-28-4 .....	Repairs.
Medicine River.....	Sec. 7-38-2-5 .....	Tightening truss.
Medicine River.....	Sec. 19-38-2-5 .....	Tightening truss.
Medicine River.....	Bet. 10/15-39-3-5 .....	Tightening truss.
Milk River.....	Bet. 21/22-2-16-4 .....	Refloor.
Nrs. Lesser Slave Lake	At Grouard .....	Refloor.
Old Man River.....	Bet. 6/1-10-23/24-4 ..	Trussing.
Old Man River.....	At Macleod.....	Refloor.
Old Man River.....	S.W. 1/4-30-7-29-4 .....	Refloor.
Pine Creek.....	W. of 31-66-19-4 .....	Refloor.
Pothole Coulee.....	Sec. 26-5-22-4 .....	Protection work.
Porcupine Hills.....	Bet. 10/11-11-29-4 .....	Repairs.
Prairie River.....	N.W. 16-76-16-5 .....	Refloor.
Paddle River.....	In 25-56-9-4 .....	Repairs to piling and floor.
Paddle River.....	Bet. 27/28-56-9-5 .....	Grant to M.D.
Pembina River.....	S.W. of 11-58-3-5 .....	General expenses.
Pipstone Creek.....	Sec. 12-47-24-4 .....	Tightening truss.
Pipstone Creek.....	Bet. 28/29-47-24-4 .....	New top floor.
Red Deer River.....	At Empress .....	Repairs to floor.
Rosebud Creek.....	S.W. of 28-28-19-4 .....	Refloor.
Red Willow River.....	Bet. 25/30-70-10/11-6..	General repairs.
Rosebud Creek.....	Sec. 17-31-1-5 .....	Refloor.
Ravine .....	Bet. 8/17-31-1-5 .....	New stringers and refloor.
Rosebud Creek.....	Bet. 12/13-28-27-4 .....	New piling and backing.
Rosebud Creek.....	Sec. 22-28-27-4 .....	General repairs.
Rosebud Creek.....	Sec. 22-27-26-4 .....	New piling and backing.
Rosebud Creek.....	Bet. 16/17-27-22-4 .....	New piling and backing.



STREAM	LOCATION	SIZE AND CLASS
Rosebud Creek.....	N.E. of 22-27-23-4 ....	New piling and caps.
Rosebud Creek.....	Bet. 14/15-27-24-4 ....	General repairs.
Rosebud Creek.....	Bet. 20/21-27-23-4 ....	General repairs.
Red Deer River.....	Sec. 33-32-14-4 .....	Filling pier with rock.
Red Deer River.....	Sec. 11-29-20-4 .....	Refloor.
Red Deer River.....	Bet. 5/32-36/37-38-4 ..	Refloor.
Raven River.....	Sec. 28-35-3-5 .....	Repairs to abutements.
Ross Creek.....	Sec. 1-11-3-4 .....	Repairs.
Red Deer River.....	At Red Deer .....	Refloor.
Six Mile Coulee.....	Nr. Lethbridge .....	Protection work.
Sturgeon River.....	In 14-54-5-5 .....	Repairs to piling and wings.
Seven Persons Creek...	Bet. 28/29-10-7-4 .....	Repairs.
Seven Persons Creek...	Bet. 20/29-10-7-4 .....	Repairs.
Sucker Creek.....	Sec. 31-38-21-4 .....	Repairs.
Sucker Creek.....	Sec. 35-58-20-4 .....	New stringers and piling.
Sturgeon River.....	Bet. 12/13-56-23-4 ....	Tightening truss.
Sturgeon River.....	Sec. 22-55-22-4 .....	New piling.
Sturgeon River.....	Bet. 8/9-55-2-4 .....	Repairs to approaches.
Tongue Creek.....	Bet. 14/15-19-29-4 ....	General repairs.
Twelve Mile Coulee...	Bet. 29/30-10-21-4 ....	Floor, filling approaches.
Vermilion River.....	Sec. 30-50-6-4 .....	Refloor.
Vermilion River.....	Sec. 24-51-15-4 .....	Resetting.
Vermilion River.....	Bet 7/18-51-14-4 .....	Resetting.
Willow Rolf Creek....	Sec. 29-2-24-4 .....	Repairs to floor.
Whitemud River.....	Sec. 10-51-25-4 .....	Tightening truss.
Weed Creek.....	Bet. 25/26-49-29-4 ....	Refloor.
Waterton River.....	Sec. 29-6-25-4 .....	Refloor.
Willow Creek.....	Sec. 24-9-26-4 .....	New corbels.

## BRIDGES — CONSTRUCTION AND RE-CONSTRUCTION, 1921

STREAM	LOCATION	SIZE AND CLASS
Arrowhead Creek.....	W. of 18-20-24-4 .....	Two 20-ft. pile spans and culvert.
Arrowhead Creek.....	Bet. 28/29-20-24-4 ....	One 20-ft. pile span.
Allio Draw.....	N. 30-49-1-5 .....	Three 20-ft. pile spans.
Arrowhead Creek .....	Bet. 12/13-20-25-4 ....	Three 16-ft. pile spans.
Amisk Creek.....	Bet. 5/6-50-18-4 .....	One 16-ft. pile span.
Big Beaver River.....	Sec. 20-63-12-4 .....	One 20-ft. added.
Beaver River.....	Bet. 31/36-62-10/11-4..	Four spans replaced.
Beaver River.....	S. of 28-61-10-4 .....	One 18-ft. frame span.
Beaver River.....	Bet. R.L. 31/32-67-14-4.	One 24-ft. span.
Beaver Creek.....	Bet. 30/31-62-10-4 ....	One 24-ft. span.
Bow River.....	S. of Kinnondale .....	Two 200-ft. and one 250-ft. steel spans.
Bow River.....	Bowness Park, Calgary	Two 180-ft. steel spans on concrete.
Battle River.....	N.E. 7-43-17-4 .....	One 100-ft. steel span.
Buster Creek.....	S.W. 19-41-7-5 .....	Two 30-ft. frame spans.
Br., Strawberry Creek.	Sec. 29-49-1-5 .....	Two 20-ft. pile spans.
Branch of Weed Creek	Bet. 10/15-49-1-5 ....	Three 18-ft. pile spans.
Barker Draw.....	Bet. 28/33-49-1-5 ....	No description.
Br., Manyberries Creek	On Sec. 24-6-5-4 .....	Two 16-ft. pile spans.
Bruneski Flat.....	Centre 28-33-23-4 .....	Four bridges, one 20-ft. span each.
Battle River.....	Bet. 20/29-44-27-4 ....	One 60-ft. pile span.
Beaverlodge River....	On Sec. 4-72-10-6 .....	One 60-ft. timber truss and one 12-ft. subway.
Bearhead Creek.....	Bet. 7/18-81-19-5 .....	One 50-ft. timber truss.
Br. Beaverlodge River.	Bet. 8/17-73-11-6 .....	One 40-ft. timber truss and one 18-ft. pile span.



STREAM	LOCATION	SIZE AND CLASS
Bear Creek.....	E. of 36-84-24-5 .....	Two 20-ft. pile spans.
Big Coulee.....	S. of 5-38-24-4 .....	Two 20-ft. pile spans.
Branch Dog Creek....	S. of 6-53-27-4 .....	One 20-ft. pile span.
Birch Creek.....	Bet. 7/12-51-10/11-4 ..	Two 16-ft. pile spans.
Beaverhills Creek.....	Bet. 21/28-54-18-4 .....	Two 20-ft. pile spans.
Battle River.....	In Sec. 13-46-22-4 .....	One 80-ft. timber truss and one 20-ft. approach.
Battle River.....	Bet. 33/34-45-1-5 .....	Three 20-ft. pile spans.
Crowfoot Creek.....	Bet. 28/29-23-21-4 .....	Three 20-ft. pile spans.
Coulee .....	N. of 32-33-11-4 .....	One 16-ft. pile span.
Conjuring Creek.....	Bet. 24/25-50-27-4 .....	Three 20-ft. pile spans.
Chicken Creek.....	Bet. 3/4-40-7-5 .....	No description.
Cache Creek.....	S.E. 28-64-20-4 .....	One 18-ft. pile span.
Cache Creek.....	S.W. 28-64-20-4 .....	One 18-ft. pile span.
Creek into Bear Lake..	Bet. 8/17-83-24-5 .....	Five 18-ft. pile spans.
Canal .....	Bet. 9/16-6-21-4 .....	One 32-ft. and two 20-ft. pile spans.
Creek .....	Sec. 33-30-1-4 .....	One 16-ft. pile span.
Creek .....	N.W. 30-30-5-4 .....	One 16-ft. pile span.
Creek .....	N. of 31-25-9-4 .....	Two 16-ft. pile spans.
Creek .....	N. of 31-24-9-4 .....	Two 20-ft. pile spans.
Creek .....	S. of 3-27-9-4 .....	One 20-ft. pile span.
Creek .....	Bet. 8/17-24-9-4 .....	Two 20-ft. pile spans.
Creek .....	Bet. 15/16-30-3-4 .....	Two 16-ft. pile spans.
Creek .....	N. of 34-24-10-4 .....	One 16-ft. pile span.
Creek .....	Bet. 16/17-66-24-4 .....	One 16-ft. and one 18-ft. log bridge.
Creek .....	Bet. S.E. 15 and N.E... R.L. 8-67-24-4 .....	One 20-ft. pile span.
Creek .....	Bet. 34/35-67-22-4 .....	One 20-ft. pile span.
Creek .....	S. of 6-68-23-4 .....	One 20-ft. pile span.
Creek .....	Bet. 24/25-60-12-4 .....	One 18-ft. frame span.
Creek .....	Bet. 13/14-60-9-4 .....	One 16-ft. frame span.
Creek .....	Bet. 27/28-19-20-4 .....	One 18-ft. pile span.
Creek .....	E. of 7-20-20-4 .....	One 20-ft. pile span.
Creek .....	N. of 19-20-16-4 .....	One 20-ft. pile span.
Creek .....	S. of 1-22-16-4 .....	One 20-ft. pile span.
Creek .....	Bet. 25/26-21-16-4 .....	One 18-ft. frame bent.
Creek .....	E. of 25-25-19-4 .....	One 20-ft. pile span.
Creek .....	E. of 25-25-19-4 .....	One 20-ft. pile span.
Creek .....	S. of 6-25-19-4 .....	One 20-ft. pile span.
Creek .....	S.E. of 30-23-20-4 .....	One 20-ft. pile span.
Creek .....	Bet. 21/28-24-3-5 .....	One 20-ft. pile span.
Creek .....	Bet. 19/30-24-3-5 .....	One 18-ft. pile span.
Creek .....	Bet. 4/5-24-2-5 .....	One 20-ft. pile span.
Creek .....	Bet. 13/18-70-10/11-6..	One 18-ft. span.
Creek .....	S.W. 7-61-4-5 .....	One 20-ft. pile span.
Creek .....	Bet. 22/23-31-3-4 .....	Two 16-ft. pile spans.
Creek .....	Bet. 27/28-34-11-4 .....	One 20-ft. pile span.
Creek .....	Bet. 22/27-33-11-4 .....	One 20-ft. pile span.
Creek .....	S. of 31-32-2-4 .....	Two 16-ft. pile spans.
Creek .....	S. of 36-4-19-4 .....	One 18-ft. pile span.
Creek .....	N.E. of 24-4-19-4 .....	One 18-ft. pile span.
Creek .....	Bet. 24/25-24-4-5 .....	Two bridges, one 18-ft. pile span each.
Creek .....	Bet. 23/26-24-4-5 .....	One 20-ft. pile span.
Creek .....	In 34-43-21-4 .....	Two bridges, one 20-ft. span each.
Creek .....	W. of 31-45-18-4 .....	One 20-ft. pile span.
Creek .....	Bet. 28/29-29-2-5 .....	One 20-ft. pile span.
Creek .....	Bet. 32/33-30-2-5 .....	One 18-ft. pile span.
Creek .....	Bet. 31/32-29-2-5 .....	Two bridges, one 20-ft. and one 16-ft. pile spans.
Creek .....	Bet. 21/28-29-2-5 .....	One 20-ft. pile span.
Creek .....	W. of 19-29-24-4 .....	Two bridges, one 20-ft. and one 16-ft. pile span.



STREAM	LOCATION	SIZE AND CLASS
Creek .....	Bet. 21/22-30-26-4 .....	Two 20-ft. pile spans.
Creek .....	Bet. 22/27-29-26-4 .....	One 18-ft. pile span.
Creek .....	N. of 35-29-26-4 .....	Two 18-ft. pile spans.
Creek .....	Bet. 1/2-30-26-4 .....	Two 16-ft. pile spans.
Creek .....	S. of 3-30-26-4 .....	One 18-ft. pile span.
Creek .....	Bet. 2/3-30-26-4 .....	One 18-ft. pile span.
Creek .....	W. of 19-29-24-4 .....	Two bridges, one 20-ft. and one 16-ft. pile span.
Creek .....	Bet. 10/15-31-2-5 .....	One 20-ft. pile span.
Creek .....	Bet. 29/30-29-25-4 .....	One 20-ft. pile span.
Creek .....	S. of 3-30-26-4 .....	Two 18-ft. pile span.
Creek .....	N.E. 19-29-25-4 .....	One 20-ft. pile span.
Creek .....	Bet. 23/26-29-23-4 .....	One 16-ft. pile span.
Creek .....	Bet. 22/27-29-22-4 .....	One 14-ft. pile span.
Creek .....	W. of 22-32-5-5 .....	One 20-ft. pile span.
Creek .....	N.W. cor. of 22-32-5-5 .....	Three 20-ft. pile spans.
Creek .....	Bet. 27/28-32-5-5 .....	One 20-ft. pile span.
Creek .....	Bet. 7/18-32-5-5 .....	One 20-ft. pile span.
Creek .....	S.W. 13-53-20-4 .....	Two 20-ft. pile span.
Creek .....	S. of 2-53-22-4 .....	One 16-ft. pile span.
Creek .....	S.E. 25-53-17-5 .....	One 20-ft. timber truss.
Creek .....	Bet. 8/17-53-18-5 .....	One 50-ft. timber truss.
Creek .....	Bet. 21/27-55-12-5 .....	One 16-ft. round timber.
Creek .....	N.E. of 29-72-2-5 .....	One 20-ft. pile span.
Creek .....	N. of 33-27-25-4 .....	Two 18-ft. pile spans.
Creek .....	Bet. 9/16-28-26-4 .....	One 20-ft. pile span.
Creek .....	Bet. 20/29-28-26-4 .....	One 18-ft. pile span.
Creek .....	Bet. 7/8-28-25-4 .....	Two 20-ft. pile spans.
Creek .....	Bet. 10/11-28-26-4 .....	One 20-ft. pile span.
Creek .....	Bet. 12/13-24-26-4 .....	One 20-ft. pile span.
Creek .....	S. of 3-21-24-4 .....	One 20-ft. pile span.
Creek .....	In Sec. 11-24-26-4 .....	One 20-ft. pile span.
Creek .....	Bet. 13/18-29-16/17-4 .....	Two 16-ft. pile spans.
Creek .....	N. of 11-32-12-4 .....	One 20-ft. pile span.
Creek .....	S. of 26-32-12-4 .....	One 20-ft. pile span.
Creek .....	Bet. 23/24-32-10-4 .....	Two bridges, one 16-ft. and one 20-ft. pile span.
Creek .....	N. 12-32-12-4 .....	One 20-ft. pile span.
Creek .....	Bet. 21/28-33-17-4 .....	One 20-ft. pile span.
Creek .....	S. of 29-30-19-4 .....	One 20-ft. pile span.
Creek .....	Bet. 24/25-30-19-4 .....	One 20-ft. pile span.
Creek .....	W. of 19-30-19-4 .....	One 16-ft. pile span.
Creek .....	Bet. 19/30-31-18-4 .....	One 18-ft. pile span.
Creek .....	S.E. 1-32-18-4 .....	One 18-ft. pile span.
Creek .....	Bet. 11/12-31-18-4 .....	One 18-ft. pile span.
Creek .....	Bet. 8/9-32-16-4 .....	One 20-ft. pile span.
Creek .....	Bet. 7/18-32-17-4 .....	One 18-ft. pile span.
Creek .....	Bet. 2/3-32-16-4 .....	One 20-ft. pile span.
Creek .....	Bet. 8/9-32-17-4 .....	One 18-ft. pile span.
Creek .....	N.E. of 9-19-2-5 .....	Two 16-ft. pile spans.
Creek .....	N.W. of 11-19-2-5 .....	Two 18-ft. pile spans.
Creek .....	Bet. 22/23-36-25-4 .....	One 20-ft. pile span.
Creek .....	Bet. 8/9-36-2-5 .....	One 20-ft. pile span.
Creek .....	Bet. 8/17-36-1-5 .....	One 20-ft. pile span.
Creek .....	Bet. 9/16-35-28-4 .....	One 20-ft. pile span.
Creek .....	W. of 6-59-6-5 .....	Two bridges, 60-ft. pile trestle each.
Creek .....	Bet. 10/15-58-6-5 .....	Three 20-ft. pile spans.
Creek .....	N. of 31-59-10-5 .....	One 14-ft. mud sills.
Creek .....	Bet. 18/19-58-9-5 .....	One 20-ft. pile span.
Creek .....	Bet. 19/20-57-7-5 .....	Two 20-ft. pile spans.
Creek .....	Bet. 19/20-58-9-5 .....	Two 16-ft. pile spans.
Creek .....	R.L. 7-54-3-5 .....	One 20-ft. pile span.
Creek .....	In 24-56-9-5 .....	One 18-ft. pile span.
Creek .....	Bet. 18/19-53-9-5 .....	One 20-ft. pile span.
Creek .....	E. of 31-49-1-5 .....	Two 18-ft. pile spans.



STREAM	LOCATION	SIZE AND CLASS
Creek	N.W. 19-49-1-5	Two bridges, one 18-ft. spans each.
Creek	W. of 31-40-24-4	One 16-ft. pile span.
Creek	Bet. 8/9-39-23-4	One 16-ft. pile span.
Creek	N. of 31-6-6-4	One 16-ft. pile span.
Creek	N.E. 9-7-6-4	One 20-ft. pile span.
Creek	On Sec. 4-7-3-4	Two bridges, one 20-ft. pile span each.
Creek	On Sec. 5-7-3-4	Two bridges, one 16-ft. pile span each.
Creek	N.E. of 4-6-3-4	One 20-ft. and one 16-ft. pile spans.
Creek	On Sec. 15-9-6-4	Two 20-ft. pile spans.
Creek	Bet. 35/36-8-7-4	One 16-ft. pile span.
Creek	S.E. 35-5-6-4	One 20-ft. pile span.
Creek	N.W. 9-6-6-4	One 16-ft. pile span.
Creek	N.E. 34-9-2-4	One 20-ft. pile span.
Creek	N.E. 33-9-2-4	Two 16-ft. pile spans.
Creek	Bet. 9/16-8-8-4	Three 20-ft. pile spans.
Creek	E. of 1-11-4-4	One 20-ft. pile span.
Creek	Bet. 4/33-21/22-1-5	One 20-ft. pile span.
Creek	In Sec. 33-21-25-4	Two 20-ft. pile spans.
Creek	S. of 4-33-2-5	One 20-ft. pile span.
Creek	Bet. 21/22-34-26-4	One 18-ft. pile span.
Creek	S. of 14-34-27-4	One 20-ft. pile span.
Creek	Bet. 29/30-33-23-4	One 20-ft. pile span.
Creek	Bet. 27/34-42-26-4	One 18-ft. pile span.
Creek	Bet. 25/30-42-25/26-4	One 18-ft. pile span.
Creek	Bet. 9/10-42-26-4	One 18-ft. pile span.
Creek	Sec. 20-42-4-5	One 16-ft. pile span.
Creek	Bet. 1/2-58-2-5	One 18-ft. pile span.
Creek	Bet. 9/16-61-27-4	Driving piles for two span bridges.
Creek	N.W. 12-62-27-4	Two 20-ft. pile spans.
Creek	Bet. 26/27-59-5-5	One 20-ft. piles driven only.
Creek	Bet. 13/14-84-22-4	Three 18-ft. pile spans.
Creek	R.L. 27-77-5-6	No description.
Creek	Bet. R.L. 55/59-77-5-6	Three 18-ft. pile spans.
Creek	E. of 1-82-2-6	Three 16-ft. pile spans.
Creek	Bet. 21/28-73-11-6	Two 16-ft. pile spans.
Creek	N. of 17-71-9-6	Two 18-ft. pile spans.
Creek	N. of 34-38-1-5	One 20-ft. pile span.
Creek	Bet. 2/35-38/39-3-5	One 18-ft. pile span.
Creek	Bet. 32/33-39-4-4	One 16-ft. pile span.
Creek	N. of 36-37-27-4	One 16-ft. pile span.
Coulee	N. of 15-38-27-4	Four 22-ft. frame bents.
Creek	S. of 2-61-5-4	One 16-ft. pile span.
Creek	Bet. 27/28-61-4-4	Two 16-ft. log bridge.
Creek	Bet. 28/29-61-4-4	Two 16-ft. log bridge.
Creek	N. of 36-52-28-4	One 16-ft. pile span.
Creek	N.W. of 33-52-27-4	One 14-ft. pile span.
Creek	Bet. 35/36-52-26-4	One 16-ft. pile span.
Creek	N.W. 18-56-21-4	One 18-ft. pile span.
Creek	Bet. 25/30-64-21/22-4	One 16-ft. round timber span.
Creek	Bet. 10/11-65-22-4	Two 16-ft. pile spans.
Creek	Bet. 9/16-59-19-4	No description.
Creek	N.W. 31-58-19-4	One 16-ft. pile span.
Creek	W. of 19-59-20-4	One 20-ft. piles driven only.
Creek	Bet. 17/18-59-20-4	Two 16-ft. pile spans.
Creek	E. of 13-64-23-4	Two 16-ft. pile spans.
Creek	Bet. 7/12-65-21/22-4	One 20-ft. pile span.
Creek	Bet. 32/33-9-17-4	One 16-ft. pile span.
Creek	Bet. 20/21-52-13-4	Three 20-ft. pile spans.
Creek	Bet. 8/17-49-14-4	Two 18-ft. pile spans.
Creek	Bet. 25/30-49-14/15-4	Two 20-ft. pile spans.
Creek	Bet. 17/18-49-18-4	One 16-ft. pile span.



STREAM	LOCATION	SIZE AND CLASS
Creek .....	Bet. 22/27-49-18-4 ....	One 16-ft. pile span.
Creek .....	Bet. 7/18-49-18-4 .....	One 16-ft. pile span.
Creek .....	N. of 36-53-23-4 .....	One 20-ft. pile span.
Creek .....	Bet. 10/11-5-14-4 .....	Two 20-ft. pile spans.
Creek .....	S.E. 35-58-13-4 .....	One 20-ft. pile span.
Creek .....	Bet. 34/35-59-15-4 ....	One 20-ft. pile span.
Creek .....	E. of 33-59-15-4 .....	One 20-ft. pile span.
Creek .....	Bet. 25/26-54-15-4 ....	Two bridges, one 18-ft. span each.
Creek .....	Bet. 5/6-54-14-4 .....	One 18-ft. pile span.
Creek .....	S. 1/2 of 31-46-26-4 ...	Two 20-ft. pile spans.
Creek .....	Bet. 27/28-46-26-4 ....	One 20-ft. pile span.
Creek .....	In Sec. 24-46-26-4 ....	Two 18-ft. pile spans.
Creek .....	Bet. 17/18-45-1-5 .....	One 20-ft. pile span.
Creek .....	Bet. 15/16-46-3-5 .....	One 20-ft. mud sills.
Creek .....	N.E. 22-46-26-4 .....	One 18-ft. pile span.
Diamond Dick Creek....	Bet. 8/17-70-11-6 .....	Two 16-ft. pile spans.
Dog Pound Creek.....	In Sec. 24-28-5-5 .....	Two 20-ft. pile spans.
Dried Meat Creek.....	Bet. 34/35-45-18-4 ....	One 20-ft. pile span.
Eagle Creek.....	Bet. 28/29-33-4-5 .....	One 20-ft. pile span.
Eagle Creek.....	Bet. 20/21-33-4-5 .....	One 20-ft. pile span.
Eagle Creek.....	N. of 31-34-1-5 .....	One 20-ft. pile span.
Freeman River.....	N.E. of 13-62-7-5 .....	One 125-ft. timber truss and three 20-ft. pile spans.
Fish Lake Creek.....	Bet. 13/14-28-17-4 ....	Two 16-ft. pile spans.
Fish Creek.....	W. of 6-23-1-5 .....	One 80-ft. steel span.
French Creek.....	Bet. 15/16-64-1-5.....	One 60-ft. timber truss.
Ghost Pine River.....	13-26-6-5 .....	One 125-ft. steel span. Four 18-ft. approaches.
Ghost Pine Creek.....	S.E. 15-35-24-4 .....	Two 20-ft. pile spans.
Ghost Pine Creek.....	Bet. 1/2-35-24-4 .....	One 20-ft. pile span.
Gros Ventre Creek.....	Bet. 22/27-9-4-4 .....	Two 20-ft. pile spans.
Gros Ventre Creek.....	E. of 13-11-4-4 .....	Three 20-ft. pile spans.
Gaetz Creek.....	S.W. of 1-38-24-4 ....	Two 20-ft. pile spans.
High River.....	N.E. of 16-21-28-4 ....	Two 112-ft. steel and two 20-ft. pile spans (rebuilt.)
Horseguard Creek.....	Bet. 7/18-39-5-5 .....	Two 16-ft. pile spans.
Hastings Creek.....	Bet. 8/9-51-19-4 .....	One 16-ft. pile span.
Hunting Creek.....	Bet. 21/22-78-22-5 ....	One 16-ft. span.
Indian Reserve.....	In Tp. 70-23-5.....	Two 24-ft. spans.
Irrigation Ditch.....	On Sec. 13-9-26-4 ....	One 16-ft. pile span.
Irish Creek.....	Bet. 27/28-61-26-4 ....	One 20-ft. and one 14-ft. pile span.
Jumping Pound Creek.	On 4-26-4-5 .....	One 125-ft. Howe truss and Two 20-ft. pile spans.
Kneehill Creek.....	Bet. 29/30-29-24-4 ....	One 80-ft. steel.
Kneehill Creek.....	Cor. 9/10-15/16-30-25-4	One 80-ft. steel.
Kraft Creek.....	N.W. 9-33-23-4 .....	One 16-ft. pile span.
Kneehill Creek.....	Bet. 6/31-33/34-26-4 ..	Two 18-ft. pile spans.
Kipp Coulee.....	On Sec. 29-6-19-4 .....	Two 20-ft. pile spans.
Ketchmut Creek.....	Bet. 3/4-51-19-4 .....	One 16-ft. pile span.
Ketchmut Creek.....	Bet. 1/2-51-19-4 .....	One 16-ft. pile span.
Kipp Coulee.....	Bet. 26/27-6-18-4 ....	Two 20-ft. pile spans.
Little Red Deer River.	S. of 1-30-5-5 .....	One 125-ft. Howe truss.
Little Red Deer River.	S. of 1-30-5-5 .....	One 125-ft. Howe truss.
Lone Pine Creek.....	Bet. 23/24-30-26-4 ....	One 60-ft. steel pile abutments.
Little Peigan Creek...	Bet. 13/18-7-5/6-4 ....	Two 20-ft. pile spans.
Lasthill Creek.....	Bet. 13/14-39-5-5 .....	Three 20-ft. pile spans.
Laurier Lake.....	N.W. 23-56-4-4 .....	No description.
Little Pine Creek.....	N.E. 10-65-22-4 .....	Two 16-ft. pile spans.
Little Pine Creek.....	N.W. 10-65-22-4 .....	Two 16-ft. pile spans.
Matzhiwin Creek.....	S. of 30-21-15-4 .....	One 20-ft. pile span.
Medicine River.....	On 26-36-2-5 .....	One 100-ft. steel and two 20-ft. pile spans.



STREAM	LOCATION	SIZE AND CLASS
Medicine River.....	Bet. 11/12-41-4-5 .....	One 60-ft. timber truss and two 20-ft. spans.
Manyberries Creek.....	Bet. 2/35-4/5-7-4 .....	Two 20-ft. pile spans.
Mosquito Creek.....	Bet. 21/22-16-28-4 .....	One 60-ft. steel span.
Mosquito Creek.....	W. of 301-61-28-4 .....	One 60-ft. steel span.
Middle Ford Old Man R.	S.W. 33-7-1-5 .....	One 125-ft. steel and one 30-ft., one 16-ft. pile spans, (rebuilt.)
Medicine River.....	Bet. 21/28-39-3-5 .....	One 80-ft. steel span.
Medicine River.....	Bet. 6/31-37/38-2-5 .....	One 80-ft. steel and two 20-ft. pile spans.
Munce's Creek.....	Bet. 4/33-50/51-14-4 ..	One 20-ft. pile span.
Muskeg Creek.....	Bet. 11/12-45-28-4 .....	One 20-ft. pile span.
Moose River.....	N.W. 22-72-2-5 .....	One 60-ft. square timber and three 20-ft. pile spans.
McKay Creek.....	Bet. 2/3-12-1-4 .....	One 60-ft. steel span.
Nose Creek.....	S.E. 1/4-21-25-1-4 .....	One 60-ft. timber truss.
North Fork Creek.....	W. of 35-5-104 .....	One 60-ft. timber truss.
North Paddle River.....	S.W. 7-59-4-5 .....	One 60-ft. timber truss.
Old Man Creek.....	Bet. 6/31-52/53-22-4 ..	One 20-ft. pile span.
Old Man Creek.....	S. of 1-56-4-5 .....	One 20-ft. frame bent.
Old Man Creek.....	Bet. 21/22-56-4-5 .....	One 20-ft. frame bent.
Old Man River.....	Bet. 8/9-8-4-5 .....	One 40-ft. timber truss and two 12-ft. frame bents.
Pine Creek.....	N.E. of 31-66-19-4 .....	Two 40-ft. round timber trusses.
Pine Creek.....	S.W. 6-66-20-4 .....	Two 20-ft. pile spans.
Peavine Creek.....	Bet. 17/18-77-20-5 .....	One 22-ft. and one 16-ft. span.
Paddle River.....	Bet. 8/17-57-7-5 .....	Three 20-ft. pile spans.
Paddle River.....	Bet. 9/16-58-9-5 .....	Two 20-ft. pile spans.
Paddle River.....	Bet. 34/35-56-8-5 .....	Three 20-ft. pile spans.
Paddle River.....	W. of 18-58-9-5 .....	One 20-ft. pile span.
Poplar Creek.....	Bet. 8/17-32-27-4 .....	Two 16-ft. pile spans.
Pincher Creek Village.	On Sec. 22-6-30-4 .....	Two 30-ft. spans.
Pembina River.....	N. 10-61-27-4 .....	Two 125-ft. timber trusses and one 60-ft. timber truss.
Paddle River.....	Bet. 11/12-59-4-5 .....	One 60-ft. timber truss and two 18-ft. approaches.
Pigeon Creek.....	Bet. 19/30-45-27-4 .....	Three 20-ft. pile spans.
Pipestone Creek.....	Bet. 10/15-47-26-4 .....	One 20-ft. pile span.
Pipestone Creek.....	In Sec. 18-47-26-4 .....	One 20-ft. pile span.
Pipestone Creek.....	E. of 18-47-25-4 .....	Two 20-ft. pile spans.
Rosebud Creek.....	S.W. 29-27-20-4 .....	One 80-ft. steel.
Rosebud Creek.....	N.W. 7-27-21-4 .....	One 80-ft. steel span.
Rosebud Creek.....	On 15-31-2-5 .....	One 20-ft. pile span.
Rosebud Creek.....	Bet. 20/23-27-25-4 .....	One 80-ft. steel span.
Rosebud River.....	In 10-27-22-4 .....	One 80-ft. steel span.
Red Rock Creek.....	N.W. 14-8-8-4 .....	One 20-ft. pile span.
Redwater River.....	Bet. 21/28-57-21-4 .....	Three 20-ft. pile spans.
Sounding Creek.....	Bet. 15/16-30-6-4 .....	One 18-ft. pile span.
Sounding Creek.....	W. 18-30-5-4 .....	One 18-ft. pile span.
Sounding Creek.....	Bet. 9/10-30-7-4 .....	One 16-ft. pile span.
Sounding Creek.....	Bet. 8/17-32-2-4 .....	Two 16-ft. pile spans.
Sounding Creek.....	Bet. 8/9-31-3-4 .....	Two 16-ft. pile spans.
Stopping Creek.....	Bet. 19-66-22-4 .....	One 20-ft. pile span.
Spring Coulee.....	Bet. 6/31-3/4-23-4 .....	One 32-ft. and two 20-ft. pile span.
Service Berry Creek...	Bet. 19/20-25-24-4 .....	One 20-ft. pile span.
Squaw Coulee.....	Bet. 23/26-17-29-4 .....	One 20-ft. pile span.
Six Mile Coulee.....	On 15-8-21-4 .....	Two 20-ft. pile spans.
South Paddle River....	Bet. 26/27-56-9-5 .....	Two 20-ft. pile spans.
Spruce Creek.....	Bet. 24/25-34-28-4 .....	One 18-ft. pile span.
Sturgeon River.....	Bet. 5/8-55-24-4 .....	One 60-ft. steel span.
Sturgeon River.....	Bet. 10/15-56-23-4 .....	One 80-ft. steel and one 20-ft. pile span.



STREAM	LOCATION	SIZE AND CLASS
Sturgeon River.....	Bet. 29/30-56-24-4 ....	One 80-ft. steel span.
Smoky River.....	Sec. 17-72-2-6 .....	One 60-ft. timber truss.
Three Hill Creek.....	On 22-20-23-4 .....	One 60-ft. steel span.
Three Hill Creek.....	N.E. 15-30-23-4 .....	One 60-ft. steel span.
Tongue Creek.....	Bet. 11/14-19-2-5 .....	Two 18-ft. pile spans.
Timman's Creek.....	Bet. 7/12-51-26/27-4 ..	One 20-ft. pile span.
Timman's Creek.....	Bet. 6/7-51-26-4 .....	One 20-ft. pile span.
Vermilion River.....	Bet. 21/22-54-13-4 ....	Two 20-ft. pile spans.
Walka Creek.....	Bet. 26/35-70-11-6 ....	Two 16-ft. pile spans.
Wolf Creek.....	N. of 22-53-16-5 .....	One 60-ft. timber truss and one 20-ft. approach.
Wabasca River.....	Bet. 22/27-80-25-4 ....	No description.
West Arrowwood Creek.	Bet. 19/30-20-24-4 ....	Two 20-ft. pile spans.
Wolf Creek.....	Bet. 5/6-32-15-4 .....	One 16-ft. pile span.
Wolf Creek.....	Bet. 3/4-32-16-4 .....	One 18-ft. pile span.
Wolf Creek.....	Bet. 14/15-32-17-4 ....	One 18-ft. pile span.
Weed Creek.....	Bet. 9/16-49-1-5 .....	Two bridges, one 20-ft. pile span each.
W. Br. Blindman River	Bet. 6/1-44-2/3-5 .....	Three 20-ft. pile spans.
Wabash Creek .....	Bet. 13/14-60-27-4 ....	One 40-ft. timber truss.
Wabash Creek (branch)	Bet. 13/14-60-27-4 ....	One 18-ft. pile span.
Washaso .....	N. of 31-36-27-4 .....	Three 20-ft. pile spans.
Wah-sah-at-anow Creek	N. 33-58-19-4 .....	One 60-ft. steel and two 20-ft. pile spans.
Wah-sah-at-anow Creek	Bet. 21/22-59-19-4 ....	Three 18-ft. pile spans.
Whitemud River.....	On Sec. 6-59-15-4 .....	Four 18-ft. pile spans.
White Earth Creek....	Bet. 32/33-59-16-4 ....	Three 18-ft. pile spans.

### BRIDGES CONSTRUCTED, RE-CONSTRUCTED, AND REPAIRED FROM TRUST FUNDS

STREAM	LOCATION	SIZE AND CLASS
Battle Creek.....	N.W. of 13-8-1-4 .....	Repairs to deck.
Bearhead Creek.....	Bet. 17/18-81-19-5 ....	Reconstruction of one 50-ft. timber truss.
Creek .....	N. of 31-25-9-4 .....	Construction, two 16-ft. pile spans.
Creek .....	N. of 31-24-9-4 .....	Construction, two 20-ft. pile spans.
Creek .....	Bet. 8/17-24-9-4 .....	Construction, two 20-ft. pile spans.
Creek .....	S.E. of 25-25-19-4 ....	Construction, one 20-ft. pile span.
Creek .....	S. of 6-25-19-4 .....	Construction, one 20-ft. pile span.
Creek .....	S.E. of 30-23-20-4 ....	Construction, one 20-ft. pile span.
Creek .....	Bet. 25/26-21-16-4 ....	Construction, one 18-ft. frame bent.
Creek .....	N. of 19-20-16-4 .....	Construction, one 20-ft. pile span.
Creek .....	Bet. 17/18-21-15-4 ....	Construction, one 18-ft. pile span.
Creek .....	Sec. 6-71-22-5 .....	Grading approaches to bridge.
Creek .....	Bet. 13/18-11-2/3-4 ...	Repairs.
Creek .....	N.E. of 34-9-2-4 .....	Construction, one 20-ft. pile span.
Creek .....	N.E. of 33-9-2-4.....	Construction, two 16-ft. pile spans.
Creek .....	Bet. 35/36-8-7-4 .....	Reconstruction, one 16-ft. pile span.



STREAM	LOCATION	SIZE AND CLASS
Creek .....	Sec. 5-7-3-4 .....	Construction, two bridges of one 16-ft. pile span each.
Creek .....	N.E. of 34-6-3-4 .....	Construction, two bridges of one 20-ft. and one 16-ft. pile spans each.
Creek .....	N. of 31-6-6-4 .....	Construction, one 16-ft. pile span.
Creek .....	N.E. of 9-7-6-4 .....	Construction, of one 20-ft. pile span.
Creek .....	S.W. of 14-74-12-6 ....	Construction of two 14-ft. pile spans.
Creek .....	In Sec. 26-83-21-5 ....	Repairs.
Creek .....	Bet. 28/29-60-2-5 ....	Repairs.
Creek .....	E. of 15-14-6-4 .....	Repairs to approaches.
Creek .....	Bet. 10/11-14-6-4 .....	Repairing wings.
Creek .....	W. of 26-13-6-4 .....	Repairing wings.
Graburn Creek.....	N.W. of 11-8-1-4 .....	Construction of additional one 16-ft. span.
Indian Reserve.....	Tp. 70-23-5 .....	Repairs.
Milk River.....	Sec. 11-1-23-4 .....	General repairs to bridge and approaches.
Manyberries Creek.....	N.W. of 19-5-5-4 .....	Repairs to piling and wings.
Manyberries Creek.....	Sec. 26-6-5-4 .....	Construction, two 16-ft. pile spans.
McKay .....	S.E. of 1-10-1-4 .....	Repairs.
Nose Creek.....	Bet. 1/11-26-2-5 .....	Reconstruction one 20-ft. pile spans.
Red Deer River.....	Bet. 13/14-23-1-4 .....	Repairs to deck.
Lees Creek.....	At Cardston.....	Temporary repairs.
Seven Persons Creek..	Bet. 25/29-10-7-4 .....	Repairs.

## MAIN HIGHWAYS, 1921

- 40.01 Calgary to Edmonton
- 40.02 Calgary to Banff.
- 40.03 Calgary to Medicine Hat.
- 40.04 Calgary to Macleod.
- 40.05 Walsh to Crow's Nest.
- 40.06 Lethbridge to Coutts.
- 40.07 Lethbridge to Cardston.
- 40.08 Ranfurly to Warner.
- 40.09 Airdrie to Alsask.
- 40.10 Lacombe to Compeer.
- 40.11 Wetaskiwin to Hayter.
- 40.12 Edmonton to Lloydminster.
- 40.14 Edmonton to Jasper Park.
- 40.15 Edmonton to Athabasca
- 40.16 Edmonton to Holmes Crossing.
- 40.17 Edmonton East through Beaver Hills.
- 40.18 Grande Prairie to Pouce Coupe.
- 40.19 Athabasca to Peace River.
- 40.20 Red Deer to Rocky Mountain House.
- 40.21 Grande Prairie to Peace River.



## ORDINARY ROADS, 1921

LOCATION.	DESCRIPTION OF WORK.
Bet. 5/6-30-12-4 .....	Improving road.
E. 1 to 36-26/27/28-5-4.....	Building road.
N. 7 to 12-25-10-4.....	Grading.
E. 4 to 33-28-7-4.....	Improvement of road.
E. 4 to 33-25/26-2-4.....	Grading road.
Bet. 13/14-25-1-4 .....	Improving road.
S.W. 3-27-9-4 to S. 4-29-9-4.....	Grading road.
N. 24-5-4 .....	Repairing road.
E. 4 to 33-27/28/29-10-4.....	Filling sloughs.
Bet. 3/4-9/10-30-9-4 .....	Graveling road.
Bet. 4/5-32/33-28 to 30-8-4.....	Cutting down hill making fill and grading.
E. 4 to 33-29/30-7-4.....	Levelling road.
Bet. 34/35-27 to 30-4-4.....	Improving road.
South from Lanfine.....	Grading.
South from Cereal.....	Improvement of road.
North of Sibbald.....	Building road.
North of Benton Station.....	Improving road.
Bet. Tp. 26 and 27-3-4.....	Fixing road.
North from Bindloss Ferry.....	Improvement of road.
E. 5 to 32-30-2-4.....	Draining and grading slough and cutting hill.
W. 27 and 34-30-10-4.....	Building new road.
W. of 5 to 32-26/27-5-4.....	Fixing road.
Bet. 7/18/19-25-2-4.....	Building new road.
W. 6-23-2-4.....	Building new road.
N. of 7 and 8-23-1-4.....	Grading road.
In Tp. 47-48-49-50-3-4.....	Grading road.
North of Kitscoty.....	Grading and filling slough.
From Islay S. to Battle River.....	Improving road.
North of Islay.....	Fixing road and grading.
S.W. 1-12-5-4 .....	Repairing road.
North of Blackfoot.....	Grading.
South of Blackfoot.....	Grading road.
South of Kitscoty.....	Fixing bad places.
S. Tp. 48-1-4.....	Improvement of road.
26/27-47-5-4 .....	Grading and filling.
Smith Portage to Ft. Fitzgerald.....	Building road.
North of Ft. Vermilion.....	Fixing road.
South of Clearwater.....	Road improvement.
Athabasca to Baptiste Lake.....	Putting road in shape.
From 6-67-21-4 North.....	Culverts, fills and grading.
From Lac La Biche to Athabasca Ldg.....	Improving road.
Athabasca Ldg. to Lake Wabisca.....	Repairing road.
Athabasca Ldg. to Lesser Slave Lake....	Putting road in shape.
5-68-23-4 .....	Grading and filling.
Bet. 23/24-66-23-4.....	Building new road.
Bet. 25/36-66-24-4 .....	Improvement of road.
11-67-24-4 .....	Putting road in shape.
12-67-24-4 .....	Repairing road.
Bet. 22/23-67-24-4 .....	Repair work.
22/23-68-24-4 .....	Building road.
South 1 to 5-60-32-4.....	Grading.
W. 66-21-4 .....	Fixing road.
Athabasca to Calling Lake.....	Culverts, grading and filling.
27-66-19-4 .....	Improving road.
From Ft. Vermilion to Hay River.....	Repairing bad places.
N. 31 to 36-108-12-5.....	Repair work.
From Ft. Vermilion West.....	Improving road.
N. 8-67-22-4 .....	Grading and culverts.
19-30 and 31-67-22-4.....	Culverts and grading.
N. 66-23-4 .....	Filling and grading.
W. 16 and 21-66-23-4 .....	Improving road.
70-26-4 .....	Fixing bad places.
66/67-22 to 19-4.....	Grading, filling, culverts, etc.



LOCATION.	DESCRIPTION OF WORK.
7/12-67-21-4 .....	Building road.
E. 5 to 32-67-21-4 .....	Improving road.
E. 3 to 34-66-20-4 .....	Building road.
N. 10-66-20-4 .....	Improving road.
E. 5/8-17/18-65-12-4 .....	Culverts, grading, filling, etc.
S. 28/29-61-10-4 .....	Fixing road.
Victoria to Lac La Biche .....	Grading and culverts.
St. Paul des Metis to Brasseau .....	Culverts and grading.
28/29-58-10-4 .....	Culverts and grading.
Lac La Biche to Athabasca .....	Improvement of road.
W. 2-61-9-4 .....	Putting road in shape.
S. 14-51-9-4 .....	Improvement of road.
N. 32 to 36-56-10-4 .....	Filling holes.
Bet. 4/5-60-10-4 .....	Building new road.
W. 2 to 35-61-11-4 .....	Culverts, grading, etc.
N. Tp. 59-9-4 .....	Grading.
E. of 3 to 4-60-10-4 .....	Grading.
N. 8/11-60-10-4 .....	Improving road.
From N.E. 12-60-10-4 to N.E. 36-61-10-4 .....	Grading, filling.
E. 6 to 31-59-60-61-9-4 .....	Raising grade.
17 to 20-60-10-4 .....	Putting road in shape.
33/34-59-11-4 .....	Fixing road.
24/25-58-9/10-4 .....	Improving road.
In Tp. 59-10-4 .....	Road improvement.
19/30-59-9-4 .....	Grading and filling.
S. 1/2-3/4/5-59-16-4 .....	Repairing road.
N.E. 33-52-9-4 .....	Grading and fixing road.
S. 21/28-56-10-4 .....	Repairing and grading road.
Bet. 55/56-12-4 .....	Improving road.
Bet. 3/4-56-12-4 .....	Building new road.
Bet. 9/10-62-10-4 .....	Building road.
Bet. Tp. 61/64-10/13-4 .....	Grading, filling, etc.
N. 21/23/23-63-12-4 .....	Repairing road.
Bet. 22/26-61-10-4 .....	Improving road.
7/8-60-15-4 .....	Improving road.
31/36-59-15/16-4 .....	Improvement of road.
E. 32-5/8-60/61-17-4 .....	Repairing road.
9/16-56-12-4 .....	Fixing bad places.
16/17-56-12-4 .....	Improving road.
28/33-61-10-4 .....	Culverts and repairs.
N. 33/36-58-11-4 .....	Grading.
Bet. 11/12-59-11-4 .....	Repairs.
1/2-58-10-4 .....	Making roads.
In Tp. 58/59-11-4 .....	Improving road.
20/29-58-11-4 .....	Building road.
W. 35-58-11-4 .....	Repairing road.
27-59-12-4 .....	Improving road.
Bet. 11/12-56-11-4 .....	Building grade.
Bet. 22/27-56-10-4 .....	Fixing road.
E. 4/9-60-11-4 .....	Constructing road.
N. 36-60-21-4 .....	Repairs to grade.
13/14-59-9-4 .....	Filling and grading.
29/30-56-10-4 .....	Grading, culverts, etc.
8/17-60-17-4 .....	Constructing road.
E. 1/25-62-11-4 .....	Raising grade.
9/16-65-12-4 .....	Grading and making fills.
23/24-60-10-4 .....	Repairs.
34-61-10-4 .....	Opening road.
W. 7-57-10-4 .....	Fixing road.
W. 26 to 35-57-10-4 .....	Improving road.
20/21-57-10-4 .....	Clearing and grading.
Bet. 34/35-59-9-4 .....	Raising grade.
N. 33/34/35/36-65-15-4 .....	Opening road.
27/28-33/34-65-15-4 .....	Grading.
Plamondville to R.C. Mission .....	Culverts, filling and grading, etc.
N. 11-68-16-4 .....	Fixing grade.
E. 13-60-16-4 .....	Construction grade.



LOCATION.	DESCRIPTION OF WORK.
Bet. 66/67-16-4 .....	Improving road.
In Tp. 67 and 68-12/13-4 .....	Grading, filling and culverts, etc.
14/15-60-17-4 .....	Repairs to grade.
5/6-61-11-4 .....	Opening road.
55-32-61-11-4 .....	Constructing road.
10-62-11-4 .....	Opening road.
W. 2 to 35-60-10-4 .....	Repairs to grade.
35-59-15-4 .....	Repairs to grade.
8/9-60-15-4 .....	Repairs to grade.
W. 7 and 18-65-13-4 .....	Improvement of road.
7 to 30-65-13-4 .....	Repairs.
20/25-59-9-4 .....	Grading, etc.
3/10-61-11-4 .....	Repairs.
N. 7 to 12-68-17-4 .....	Improving grade.
E. 9 to 33-59-12-4 .....	Repairs.
7/18-64-11-4 .....	Grading.
34/36-57-10-4 .....	Repairs to grade.
St. Paul des Metis to Rife .....	Improvement of road.
29/36-59-17-4 .....	Improvement of road.
26/27-51-10-4 .....	Repairs.
In Tp. 60-12-4 .....	Fixing grade.
27/35-59-12-4 .....	Grading.
E. 2 to 35-67-16-4 .....	Improvement of grade.
N. 66-14/15/16-4 .....	Clearing grading and culverts.
32/33-61-9-4 .....	Improvement of road.
N. 10/11-67-15-4 .....	Raising grade, constructing culverts.
N. 8/9-67-12-4 .....	Repairs to grade.
31/36-60-11/12-4 .....	Repairs to grade.
W. 6-67/68-15-4 .....	Repairs to grade.
In Tp. 59-11-4 .....	Improvement of grade.
Tp. 58/59-10-4 .....	Repairs to grade.
26/27-56-11-4 .....	Fixing grade.
17/18-61-10-4 .....	Fixing grade.
3/4-65-12-4 .....	Fixing grade.
Bet. 8/9-65-12-4 .....	Fixing grade.
E. 6-65-12-4 .....	Fixing grade.
W. 6-65-12-4 .....	Fixing grade.
N. 31/36-59-16-4 .....	Improvement of grade.
32/33-59-12-4 .....	Improvement of grade.
N. 8/9/10-59-12-4 .....	Repairs.
3/22-20-14-4 .....	Constructing culverts.
N. 9 and 10-21-14-4 .....	Constructing culverts.
From Carmangay to Little Bow .....	Repairs to grade.
Cluny to Milo .....	Culverts and grading, etc.
E. 4 to 33-22-21-4 .....	Culverts and grading, etc.
N. 8 to 12-20-13-4 .....	Improving grade.
W. 4-9-16-21-28 and 32-22-21-4 .....	Culverts and grading.
8-23-19-4 .....	Culverts and grading.
Tp. 18-19-13/14-4 .....	Culverts and grading.
Tp. 20/21/22-13-4 .....	Culverts.
26-20-14-4 .....	Opening road.
E. Tp. 20 to 21-16-4 .....	Culverts.
6/7-18/19-18-18-4 .....	Repairs to grade.
N. 20 to 24-161-16-4 .....	Opening road.
W. 24-17-17-4 .....	Improving road.
N. 7/11-24-20-4 .....	Culverts and grading.
4 to 33-23/24-21-4 .....	Culverts.
2/3-10/11-20-13-4 .....	Culverts.
Patricia to Steveville Ferry .....	Culverts and grading.
Cluny to Milo .....	Improving road.
7 to 12-23-22-4 .....	Culverts.
35-21-14-4 .....	Repairing grade.
11/12-21-14-4 .....	Culverts.
4/5-8/9-16/17-20/21-28/29-18-14-4 .....	Fixing road.
N. 12-24-20-4 .....	Grading.



LOCATION.	DESCRIPTION OF WORK.
E. 1 to 23-20-12-4 .....	Repairing grade.
6 to 31-20-14-4 .....	Culverts.
21/22-21-13-4 .....	Repairs.
13-20-13-4 .....	Culverts and grading.
W. 5-8 and 17-21-13-4 .....	Culverts.
N. 34-70-8-6 .....	Clearing and grading.
W. 26 and 35-7-8-6 .....	Grading and filling.
Bet. 28/29-70-12-6 .....	Improvement of road.
25 to 30-70-11-6 .....	Improvement of road.
Edson Trail from House River North ..	Improvement of road.
Tp. 60/61/62-3/6-5 .....	Improvement of road.
Bet. 28/29-62-6-5 .....	Repairing grade.
31-61-3-5 .....	Raising grade.
30/25-24/17-70-22/24-5 .....	Opening road.
East and West of Clyde .....	Improving grade.
East Tp. 59/60-4-5 .....	Grading, etc.
3/4/9/10-61-4-5 .....	Improving grade.
10/14-62-5-5 .....	Opening road.
W. 18/19-62-6-5 .....	Opening road.
2/14-60-4-5 .....	Opening road.
30/31-70-10-6 .....	Grading and culverts.
N. 7/12-70-10/11-6 .....	Opening road.
E. 35-70-12-6 .....	Improvement of road.
34-70-8-6 .....	Repairs.
E. 16 to 32-70-8-6 .....	Improvement of road.
36/38-10/11-4 .....	Grading and filling, etc.
4/33-34-13-4 .....	Improvement of grade.
South of Fleet .....	Improvement of grade.
E. 11 to 35-33-11-4 .....	Putting road in shape.
Tp. 36/38-11-4 .....	Grading.
N. 33 and 36-14-4 .....	Repairs to road.
N. 34 to 36-10-28-4 .....	Improving road.
Cardston to Hill Springs .....	Culverts.
In Tp. 3-29-4 .....	Grading and culverts.
E. of Claresholm .....	Grading and improving road.
Dog Pound .....	Fixing bad places.
7/18-28-2-5 .....	Improving grade.
24-27-2-5 .....	Putting road in shape.
10/11-28-29-4 .....	Grading, culverts, filling, etc.
Old Trail bet. Morleyville and Calgary ..	Improving trail.
In Tp. 29-4/5-5 .....	Improvement of road.
N. 7 to 12-44-16/17/18-4 .....	Fixing road.
5 to 32-45-18-4 .....	Fixing road.
N. 19 to 24-43-16/17-4 .....	Repairing road.
N. 31 to 36-45-16-4 .....	Opening road.
E. 2 to 35-42-17-4 .....	Opening road.
Tp. 42 to 46-21-4 .....	Grading, etc.
Then Tp. 47/50-20-4 .....	Improvement of road.
Tp. 47/48-19/20-4 .....	Improvement of road.
E. 1 to 36-47-18-4 .....	Improvement of road.
Mundare to Bawlf .....	Fixing road.
E. 5 to 32-48-17-4 .....	Repairs to road.
S. 1 and 2-44-21-4 .....	Improving grade.
S. and E. of New Norway .....	Filling and grading.
Bet. 1/2-45-21-4 .....	Fixing road.
N. 21-48-19-4 .....	Improvement of road.
In Tp. 48-19-4 .....	Improving grade.
Then Tp. 46-18-19-20-21-4 .....	Repairs.
S.E. of 14-48-19-4 .....	Improvement of road.
East and West of Donalda .....	Improvement of road.
E. 30-45-17-4 .....	Improvement of road.
43-19/20-4 .....	Improvement of road.
E. 5 and 32-44/45-21-4 .....	Repairs to grade.
E. of 6 and 7-45-21-4 .....	Grading.
E. 26 and 35-42-16-4 .....	Opening road.
In Tp. 42-20/21-4 .....	Improvement of road.
42/45-18-4 .....	Improving grade.



LOCATION.	DESCRIPTION OF WORK.
Tp. 42/43-15/16-4 .....	Road improvement.
Tp. 42 to 46-19-4 .....	Grading.
N. 35 and 36-43-19-4 .....	Repairing grade.
7/8-17/18-19/20-43-19-4 .....	Repair work.
36-45-21-4 .....	Grading.
E. 6 and 7-44-20-4 .....	Improving grade, filling, etc.
S. 1/2/3-49-20-4 .....	Repairing grade.
E. 6/36-48-16-4 .....	Improvement of road.
29/32-49-21-4 .....	Grading.
W. Tp. 48/49-21-4 .....	Putting road in shape.
Through Tp. 48/49-19-20-21-4 .....	Repair work.
33-49-20-4 .....	Improvement of road.
West of Edberg .....	Improvement of road.
27/34-49-20-4 .....	Grading.
In Tp. 50-20-4 .....	Grading.
N. 8-48-18-4 .....	Repairs to road.
E. 31/30-48-20-4 .....	Repairs to road.
E. 9/16-43-19-4 .....	Improvement of grade.
Tp. 41/45-21-4 .....	Grading.
E. 4 to 33-47/48-20-4 .....	Grading, clearing and filling.
E. 2/25-48-18-4 .....	Grading.
13/14-49-21-4 .....	Improvement of grade.
5/6-3-4-5 .....	Constructing culverts, grading, etc.
33/34-30-5-5 .....	Improving road.
Through Tp. 29-21/22/23-4 .....	Constructing road culverts, etc.
35/36-29-1-5 .....	Improving grade.
E. 4/33-31/32-5-5 .....	Grading, filling, etc.
N.E. 24-32-3-5 .....	Repairing road.
W. 3/10-15/22-17-19-4 .....	Grading.
West of Tofield .....	Grading.
52/53-19/21-4 .....	Improvement of road.
E. 52/53-21-4 .....	Improvement of road.
W. 6-55-22-4 .....	Improvement of road.
19/24-51-20/21-4 .....	Grading.
7/8-51-21-4 .....	Repairs.
S.E. 25-17-4 .....	Improvement of road.
Tp. 53-17/19-5 .....	Repair work.
Edson to Macleod Valley .....	Improving road.
E. 16/21-54-17-5 .....	Fixing road.
E. 34-53-16-5 .....	Fixing road.
31 to 36-56-14-5 .....	Grading and filling.
N. 23 and 24-54-16-5 .....	Grading.
E. 31-1-53/54-13-5 .....	Filling and grading.
30/31-54-15-5 .....	Constructing road.
N. 33-55-12-5 .....	Repairs.
Bet. Tp. 54/55-12-5 .....	Culverts and grading.
21-55-13-4 .....	Culverts and grading.
In Tp. 53/54-15/16-5 .....	Grading.
N. 34-53-17-5 .....	Repairs.
S.W. 31-53-15-5 .....	Repairs.
7-54-16-5 .....	Fixing road.
23/24-53-14-5 .....	Fixing road.
Edson Trail from House River North ...	Constructing grade.
32/33-53-17-5 .....	Improvement of grade.
S. 13/14-39-8-5 .....	Grading.
N. 8-53-13-5 .....	Grading and filling.
W. 3/10-27/34-53-13-5 .....	Improvement of road.
N. 23/24-53-14-5 .....	Repairs to grade.
W. 23-53-13-4 .....	Fixing grade.
N. 31 and E. 1/2-32-53-13-5 .....	Improvement of road.
5/6-54-13-5 .....	Repairs.
W. 9-16/21-53-13-5 .....	Repairs.
39-4-7/8/9-5 .....	Grading and filling.
In 39-40-41-17-5 .....	Improving grade.
S. 16-54-17-5 .....	Raising grade.
28/29-54-17-5 .....	Levelling and repairing.
In Tp. 54-14 to 15-5 .....	Repairs.



LOCATION.	DESCRIPTION OF WORK.
30/31-39-18-5 .....	Improving grade.
South of Lesser Slave Lake .....	Improvement of grade
E. 5 to 32-77 and 78-21-5 .....	Constructing culverts, grading, filling, etc.
E. 3 to 34-77/78-21-5 .....	Grading and culverts.
W. Tp. 77-20-5 .....	Grading and culverts.
Lesser Slave Lake to Spirit River.....	Grading and culverts.
Bet. 1/2-78-21-5 .....	Improvement of road.
N. 31 to 36-76-21-5 .....	Grading.
E. 11-8-4 .....	Fixing grade.
Along White Fish Lake .....	Improving road.
N. 24-74-17-5 .....	Improving road.
Lesser Slave Lake to Sturgeon Lake ....	Repairs.
Bet. 4/5-75-16-5 .....	Opening road.
Big Prairie to Prairie River Settlement..	Grading, levelling and culverts.
Athabasca Landing to Lesser Slave Lake.	Grading.
32-74-16-5 .....	Improvement of grade.
E. 4/33-27/28-21-5 .....	Construction of road.
W. 78-21-5 .....	Grading and culverts.
E. 6 to 31-77-20-5 .....	Improvement of road.
N. 19/24-78-21/22-5 .....	Grading.
N. 7/12-78-21/22-5 .....	Culverts and grading.
N. 19/20/21-77-21-5 .....	Grading.
N. 33/34-75-21-5 .....	Repairs.
Gleichen through Blackfoot Reserve....	Grading and culverts, etc.
24-20/21/22-4 .....	Repairing grade.
E. 13-36-22-23-4 .....	Repairs.
Through 27-16/17-4 .....	Grading.
South of Stettler to Drumheller .....	Improvement of grade.
N. 23/24-30-15-4 .....	Repairs.
E. 4 to 21-30-15-4 .....	Grading.
Bet. 21/28-33-14-4 .....	Improvement of road.
Bet. 8/9-16/17-31-20-4 .....	Repairs.
Bet. 25/26-32-21-4 .....	Repairs to grade.
N. 19 to 24-33-19/20-4 .....	Repairs.
E. 15 to 22-47-14-4 .....	Improvement of grade.
Bet. 6/31 to 1/36-28/29-11/12-4 .....	Improvement of grade.
W. 2 to 35-31/32-12-4 .....	Repairs to grade.
25/26-35/36-30-11-4 .....	Grading.
8/9-31-18-4 .....	Grading.
9/16-31-18-4 .....	Filling, raising and levelling.
Bet. 13/14-33-21-4 .....	Repairs.
32/29-22-21-13-4 .....	Repairs.
N. Tp. 23-11/12/13/14-4 .....	Improvement of grade.
W. Tp. 29/30/31-14-4 .....	Repairs.
W. of Hanna .....	Repairs to Grade.
Tp. 17/18-28/29-1-2-3-4 and 5 .....	Culvert.
Innisfail east .....	Improvement of grade.
Innisfail west to Clearwater River ....	Improvement of grade.
In 36-37-2-5 .....	Opening road.
17/20-35-27-4 .....	Improvement of road.
36/37-28-4 .....	Grading.
Bet. 20/21-35-24-4 .....	Road improvement.
N. 13/14-34-5-5 .....	Road improvement.
16-17-20-29-37-7-5 .....	Repairs to road.
N. 23/24-35-4-5 .....	Constructing road.
27/28-35-23-4 .....	Putting road in shape.
3/4 to 33/34-36-23-4 .....	Improvement of road.
E. 6/31-37-6-5 .....	Repairs to grade.
21/22-27/28-35-2-5 .....	Road improvement.
36/38-22/23-4 .....	Improvement of road.
N. 34-22/23-4 .....	Improvement of road.
19/20-36-2-5 .....	Improvement of road.
37/28-3/4-5 .....	Repairs to grade.
Penhold to Lousana East.....	Grading.
E. 5 to 32-35/36-28-4 .....	Improvement of grade.
27/28-36-4-5 .....	Repairs to grade.



LOCATION.	DESCRIPTION OF WORK.
E. 2 to 34-35-5-5 .....	Road improvement.
E. 2 to 35-37-1-5 .....	Road improvement.
From Carmangay E. to Little Bow River.	Improvement of road.
35/36-1/2-12-21-4 .....	Repairs to road.
Bet. 14/15-11-21-4 .....	Grading, filling, etc.
N. 16-18/19/20-4 .....	Fixing bad places.
E. 3 to 34-16/17-19-4 .....	Fixing grade.
E. and W. of Parkland .....	Repairs.
E. 5 to 32-18-22-4 .....	Road improvement.
N. 7-8-9 and 10-16-22-4 .....	Improvement of road.
N. 15-22-4 .....	Putting road in shape.
18/19-5-22-4 .....	Repairs.
W. 14-23-4 .....	Improvement of grade.
17/20-16-22-4 .....	Fixing road.
Bet. 10/15-18-22-4 .....	Grading and fixing road.
Bet. 21/22-18-2-4 .....	Improvement of road.
30/31-18-24-4 .....	Grading, etc.
N. 19/20 and 21-17-19-4 .....	Grading, filling, cutting, etc.
N. 7/12 and 17-19-20-4 .....	Grading and culverts.
Bet. 20/21-17/19-4 .....	Improvement of grade.
N. 19 to 24-18-22/23-4 .....	Improvement of grade.
3-10-22-4 .....	Repairs.
2 to 35-11-22-4 .....	Improvement of grade.
2-9-22-4 .....	Improvement of grade.
E. 56-7-5 .....	Improvement of road.
In 4-60-9-5 .....	Improvement of road.
Lac Ste. Anne to Island Lake .....	Repairs.
Lac Ste. Anne to Paddle River and West.	Grading, filling, cutting, culverts
N. 7-8-9-58-9-5 .....	Repairing grade.
2/35-58-9-5 .....	Improvement of grade.
E. 1 to 24-57-9-5 .....	Improvement of grade.
E. 5 to 32-56/58-8-5 .....	Grading and culverts.
53 to 57-7/8-5 .....	Grading and culverts.
N. 19 to 24-56-5-5 .....	Improvement of road.
Bet. 28/33-55-4-5 .....	Grading and filling.
N. of Tp. 56-5-5 .....	Grading and culverts.
Bet. 28/33-55-5-5 .....	Grading road.
W. 15 and 22-55-6-5 .....	Improving road.
N. 7-8-9-55-3-5 .....	Improving road.
Sec. 2-57-2-5 .....	Repairing road.
Tps. 55/56-1-2-3-4 and 5 .....	Repairing road.
N. 19 to 23-57-5-5 .....	Repairing road.
W. 3 to 34-54-8-5 .....	Grading road.
W. 18-53-6-5 .....	Grading road.
W. 5 to 32-54-6-5 .....	Grading and filling.
Bet. 34/35-54-7-5 .....	Improvement of road.
N. Tp. 56-7-8-9-10-5 .....	Improvement of road.
N. 13-14-53-10-5 .....	Opening road.
N. 13 to 18-53-6-5 .....	Grading road.
E. 2-11-14-23-26-56-7-5 .....	Grading road.
South from Entwistle .....	Grading and filling.
St. Albert to Lac Ste. Anne .....	Grading and filling.
N. 19 to 24-53-8-9 and 10-5 .....	Repairing grade.
N. 11 and 12058-9-5 .....	Grading road.
N. Tp. 59-11-5 .....	Grading road.
E. 1 to 24-53-8-5 .....	Opening road.
Bet. 35/36-53-11-5 .....	Opening road.
E. and W. of Saron .....	Grading, filling and culverts.
N. 19 to 24-50-25/26-4 .....	Grading and filling.
W. 3 to 27-50-1-5 .....	Opening road.
Leduc to New Sarepta .....	Grading, filling and culverts.
West of Leduc .....	Grading, filling and culverts.
Bet. Tps. 48/49-26-4 .....	Improvement of road.
East of Millet .....	Grading and filling.
W. 11-14 and 23-50-3-5 .....	Grading and filling.
W. 35-47-25-4 .....	Improvement of road.
N. 22-48-25-4 .....	Improvement of road.



LOCATION.	DESCRIPTION OF WORK.
E. 30-50-25-4 .....	Repairing grade.
S. of 33 to 36-47-24-4 .....	Grading and filling.
N. of 7 to 12-49-22/23-4 .....	Grading road.
Bet. 28/29-32/33-49-23-4 .....	Grading road.
E. 2 to 35-50-27-4 .....	Repairing grade.
Bet. Tp. 49-26/27-4 .....	Grading and filling.
Bet. Tp. 50-23/24-4 .....	Grading and filling.
Sec. 5-48-24-4 .....	Grading and filling.
S. Tp. 49-23/24-4 .....	Repairing grade.
N. of 7 and 12-49-1-5 .....	Repairing grade.
S. 4-14 to 16-48-25-4 .....	Repairing grade.
W. of 32-49-26-4 .....	Grading and filling.
E. 3 to 34-48-4-5 .....	Repairing road.
S. 28-29-50-1-5 .....	Repairing road.
E. 30-49-22-4 .....	Repairing road.
Bet. 47/48-22-4 .....	Grading road.
Bet. 31/32-47-24-4 .....	Grading and filling.
N. 7 to 12-50-27-4 .....	Grading and filling.
Tps. 50/51-24-4 .....	Repairing grade.
Bet. 33/34-48-22-4 .....	Grading and filling.
West of Lacombe .....	Grading, filling and culverts.
N. 19 and 20-39-24-4 .....	Grading and filling.
Tps. 40/41-22-4 .....	Grading and filling.
Bet. 13/14-41-26-4 .....	Grading, filling and culverts.
Tps. 40/41-22/23-4 .....	Grading, filling and culverts.
Tps. 40-41-42-3/4-4 .....	Repairing grade.
Through 3 and 4-41-2-5 .....	Grading and filling.
Bet. 25/36-41-2-5 .....	Grading and filling.
N. 28-29-40-1-5 .....	Grading and filling.
E. 5 to 32-40-6-5 .....	Opening road.
Through Tp. 40-6-5 .....	Grading and filling.
East 22 to 34-41-4-5 .....	Grading and filling.
Bet. 3/4-40-7-5 .....	Repairing road.
3/3 and 9/10-40-6-5 .....	Grading road.
Bet. 9/16-40-5-5 .....	Grading road.
22-27 and 34-41-5-5 .....	Repairs to road.
N. 7 and N.W. 15-41-5-5 .....	Grading and filling.
32/33-41-20-4 .....	Improvement of grade.
6-7 and 18-41-23-4 .....	Improvement of grade.
Bet. 21/28-41-20-4 .....	Improvement of grade.
E. 3 to 36-8-9-4 .....	Repairs to grade.
N. 7 and 12-6-8/9-4 .....	Repairs to grade.
6/10-7/8-4 .....	Improvement of grade.
Tp. 3 to 6-9-4 .....	Improvement of grade.
E. 14/9-6-9-6 .....	Grading and culverts.
6/7-4-5-3-4 .....	Constructing grade.
5 to 10-3 to 5-4 .....	Constructing grade.
N. 7 to 12-12-7/8-4 .....	Grading and culverts.
7/8/7-11-7-4 .....	Grading and culverts.
33/34-11/12-7-4 .....	Repairs.
7/8-12-8-4 .....	Grading Road.
28/33-10-7-4 .....	Grading.
N. 11-7/10-4 .....	Grading and culverts.
E. 14-23-26-12-9-4 .....	Grading and culverts.
W. 7 to 32-11-9-4 .....	Grading and culverts.
12/13-9-4-4 .....	Grading.
W. 6/21-10/11-9-4 .....	Improving grade.
33/34-11-9-4 .....	Improving grade.
W. 11-8-4 .....	Grading.
21/28-11-9-4 .....	Repairs.
Macleod to International Boundary ....	Grading.
N. 19 to 24-8-25/26-4 .....	Improvement of grade.
E. 23-26 and 35-9-26-4 .....	Grading.
Calgary to Millarville .....	Constructing grade.
Through 22-2 and 3-5 .....	Grading road.
24/25-22-1-5 .....	Grading road.



LOCATION.	DESCRIPTION OF WORK.
Along Bow River from Blackfoot Cross- ing to Calgary .....	Grading road.
15/16 and 21/22-22-1-5 .....	Improvement of grade.
Old Mission Trail Calgary .....	Grading, filling, culverts, etc.
8/9-16/17-34-23-4 .....	Repairs.
Mound to Sundre .....	Repairs to grade.
From Red Deer River West .....	Repairs to road.
To Huxley, Trochu .....	Grading, culverts, etc.
W. 25-34-2-5 .....	Repairs to grade.
32/33-5/6/7-5 .....	Improvement of road.
N. 19 to 24-34-28-4 .....	Grading road.
9/16-34-25-4 .....	Grading road.
Bet. 23/24-13/14-6-5 .....	Repairs to grade.
32-6-5 .....	Improvement of grade.
32-1-5 through 33/22-23-4 .....	Grading, filling culverts, etc.
S. 34-25/26-4 .....	Grading and filling.
E. 18-33-27-4 .....	Grading.
From Bowden West .....	Improvement of grade.
N.E. 24-34-3-5 .....	Fixing road.
13/18-34-27-4 .....	Grading.
19-33-6-5 .....	Improvement of road.
W. 19-24-34-5-5 .....	Improvement of road.
32 and 33-49-6-5 .....	Improvement of road.
20/21-33-1-5 .....	Improvement of road.
27/34-33-23-4 .....	Grading road.
N.E. 1 to 26-35/36-4-5 .....	Grading road.
5 to 29-32-2-5 .....	Fixing road.
Bet. 10/15-32-2-5 .....	Improving grade.
34/35-26/27-22/23-3-5 .....	Repairs to road.
E. 6 to 31-33/34-3-5 .....	Repairs to road.
16/17-33-3-5 .....	Culverts.
Bet. 7/18-32-22-4 .....	Improving grade.
2/3-33-75 .....	Repairs.
1/2-11/12-32-22-4 .....	Repairs to grade.
W. 32-22-4 .....	Improvement of grade.
21/28-34-25-4 .....	Improvement of grade.
N.W. 19-32-7-5 .....	Improvement of grade.
3/4-33-7-5 .....	Construction of grade.
E. 15-34-5-5 .....	Grading and culverts.
West of Olds .....	Improvement of grade.
32/33-4-5-5 .....	Repairs.
32 and 33-33-4-5 .....	Repairs.
Fincher Creek to Oil Fields .....	Grading and culverts.
Tps. 4/5/6-28/29-4 .....	Grading and culverts.
22/23-6-30-4 .....	Construction of grade.
31/32-6-28-4 .....	Improvement of grade.
In Tp. 43-5/6-5 .....	Grading.
In Tp. 43-1-5 .....	Improvement of grade.
9/16-44-25-4 .....	Repairs.
42/27/28-4 .....	Grading.
N. 3/12-42-22/25-4 .....	Repairs.
S. 43/42-23/21-4 .....	Improving grading.
35/36-43-26-4 .....	Repairs.
19/30-43-25-4 .....	Repairs.
20/29-44-27-4 .....	Grading road.
E. 5-43-22-4 .....	Improvement of road.
34/35-44/45-2-5 .....	Repairing grade.
Bet. 44-27/28-4 .....	Grading and filling.
10/9/14-43-25-4 .....	Construction work.
32/33-42-28-4 .....	Repairs.
E. 9 to 33-56-5-5 .....	Construction of grade.
E. 60-2-5 .....	Grading.
8-15-16-17-22-23-60-1-5 .....	Repairs to grade.
Bet. 32/33-56-2-5 .....	Grading and filling.
N. 11 and 12-61-2-5, N. 7-8-9-61-1-5 .....	Construction of grade.
N. of Onoway and S. to Carvel on G.T.P.	Construction of grade.



LOCATION.	DESCRIPTION OF WORK.
Tp. Line 56/57-1/2-5 .....	Construction of grade.
Tp. 57/58-2/4-5 .....	Grading.
E. 4 to 33-64-1-5 .....	Grading and culverts.
Dapp to Debney .....	Culverts.
N. 19-20 and 21-57-27-4 .....	Grading and culverts.
N. 19 to 24-50-2-5 .....	Grading road.
18/19-59-4-5 .....	Grading road.
Bet. 11/12-56-26-4 .....	Improving grade.
N. 19 to 24-58-26-4 .....	Improving grade.
35/36-57-3-5 .....	Improving grade.
Bet. 58/59-25-4 .....	Construction of road.
21/22-58-27-4 .....	Grading, etc.
N. 7/12-59-3-5 .....	Improvement of road.
15-16-17-18-59-4-5 .....	Improvement of road.
5/32-59/60-3-5 .....	Improvement of road.
N. 58-1/2-5 .....	Grading road.
14/15-22/23-59-1-5 .....	Repairs to road.
13-59-5-5 .....	Repairs to road.
19 to 23-57-5-5 .....	Repairs to road.
E. 59-1-5 .....	Repairs to road.
10-22-60-2-5 .....	Constructing road.
N. 19 to 24-58-24-4 .....	Repairs to road.
E. 5 to 32-58-26-4 .....	Repairs to road.
N. 29/30-58-27-4 .....	Construction of grade.
N. 83-25/26-5 .....	Construction of grade.
W. 28 and 33-78-13-6 .....	Grading road.
32/33-78-13-6 .....	Grading road.
N. 19/20-79-13-6 .....	Improvement of grade.
W. Tp. 71-5-6 .....	Repairs to grade.
N. 33/34-81-4-6 .....	Grading road.
78/79-80-8-6 .....	Construction and grading.
Edson Trail from House River North....	Improving grade.
E. 4-9/16-78-2-6 .....	Improving grade.
In 20 and 29-83-21-5 .....	Grading and culverts.
E. 26-82-22-5 .....	Constructing road.
S. 26-82-22-5 .....	Repairs.
Fort Vermilion to Hay River .....	Repairs.
N. 34 and 35-72-4-6 .....	Grading and filling.
N. 36-71-6-6 .....	Grading and filling.
N. 7 to 12-82-19/20-4 .....	Grading and filling.
S. 1-82-20-5 .....	Improving of grade.
E. 3/34-82-10-5 .....	Improving of grade.
From Shaftesbury along Peace River....	Repairing road.
Bet. 1/6 to 31/36-83-20/21-5 .....	Repairing road.
Bet. 11/12-83-21-5 .....	Grading, filling, etc.
N. 32-33 and 34-82-21-5 .....	Grading, filling, etc.
N. 22/23/24-83-21-5 .....	Improving grade.
W. 6 and 7-71-6-6 .....	Repairs to road.
N. 1-2 and 3-72-7-6 .....	Repairs to road.
W. 2-72-6-6 and W. 71-6-6 .....	Repairs to road.
N. 19/23-71-6-6 .....	Repairs to road.
78-1-6 .....	Improvement of road.
8/17-85-24-5 .....	Grading and filling.
E. 2 to 35-77/78-22-5 .....	Grading and filling.
73-8-6 .....	Grading, filling and culverts.
Peace River Landing to Nelson River ..	Grading, filling and culverts.
Lesser Slave Lake to Spirit River .....	Grading, filling and culverts.
W. 1 to 36-84-22-5 .....	Grading, filling and culverts.
W. 30/21-22/23-78-6-6 .....	Improvement of grade.
E. 1/36-77/78-21-5 .....	Improvement of grade.
Through Tp. 71-6 to 11-6 .....	Repairs to road.
75-22-5 .....	Grading, etc.
N. 31 and 34-71-10-6 .....	Grading, etc.
W. 31-73-5-6 .....	Repairs to road.
71/72-3 to 6-6 .....	Construction of road.
E. 1 and 12-72-5-6 .....	Grading.



LOCATION.	DESCRIPTION OF WORK.
25-71-5-6 .....	Improvement of grade.
W. 25-36-71-5-6 .....	Improvement of grade.
N. 34 to 36-71-4-6 .....	Improvement of grade.
East of Red Deer .....	Improving grade.
E. 16-40-1-5 .....	Improving grade.
32 to 5-35-3-5 .....	Grading, etc.
E. 2 to 35-37/38-4-5 .....	Grading, etc.
N. 7 to 12-39-5-5 .....	Grading, etc.
E. 35/36-38-5-5 .....	Construction of grade.
N. 22/23-39-5/6/7-5 .....	Construction of grade.
39-7-5 .....	Construction of grade.
N. 85 through Tp. 38 and 39 and 40-7-5 .....	Grading and filling.
N. 9 to 12-38-23-4 .....	Grading and filling.
28-22/23-4 .....	Repairs to road.
38-23-4 .....	Repairs to road.
37-25-4 .....	Grading.
8/17-38-22-4 .....	Grading.
36/37/38-22/23-4 .....	Improvement of road.
West of Red Deer via Quake Lake .....	Improvement of road.
8/9-38-23-4 .....	Grading.
Old Mission Trail .....	Construction of grade.
Bet. 16/21-40-3-4 .....	Repairs to grade.
E. 5 to 32-40-2-4 .....	Repairs to grade.
E. 19-40-10-4 .....	Grading.
9-43-10-4 .....	Grading.
1/2/3/4-41-12-4 .....	Grading.
1 to 24-42-9-4 .....	Improvement of road.
S. 39-1 and 2-4 .....	Improvement of road.
N. 19 to 24-37-7/8/9-4 .....	Grading road.
W. 4 and 9-39-9-4 .....	Grading road.
13-40-7-4 .....	Grading.
E. 5-41-8-4 .....	Grading and filling.
E. 8 and 5-39-2-5 .....	Repairs to road.
E. 20/32-43/44-9-4 .....	Grading.
W. 31 and 34-42-9-4 .....	Repairs to road.
25/26-35/36-40-5-4 .....	Grading and filling.
W. 38-3-4 .....	Culvert.
20/21-28/29-42-8-4 .....	Putting road in shape.
N. 20/21-42-8-4 .....	Repairs to road.
N. 19-40-4-4 .....	Repairs to road.
N.E. 1-4 31/36-39-4-4 .....	Repairs to road.
19/24-38-4-5 and 6-4 .....	Improvement of grade.
28/29-40-4-4 .....	Grading.
7/8-39-1-4 .....	Grading road.
N. 18/19-39-6-4 .....	Construction of road.
E. 6 to 31-38/39-6-4 .....	Grading road.
N. 7/12-40-9-4 .....	Grading road.
Bet. 13/14-40-9-4 .....	Improvement of grade.
Alderson to Agatha .....	Grading road.
E. 4/32-15/21-9-4 .....	Grading road.
20-8-9-10-4 .....	Construction of grade.
Bet. 12/13-2/3-4 .....	Culverts, filling, grading.
10 to 12-13-4-4 .....	Culverts and grading.
N. 14 to 18-17-7-4 .....	Grading and culverts.
W. 4 to 37-19-9-4 .....	Repairs to road.
E. 16/18-10-4 .....	Repairs to road.
N. 31/36-16-9-4 .....	Repairs to road.
E. 19-17-10-4 .....	Repairs to road.
E. 5 and 32-17-10-4 .....	Repairs to road.
N. 7 to 12-18-9-4 .....	Grading, etc.
N. 31/33-16-9-4 .....	Grading road.
5-13-4-4 .....	Construction of grade.
3 to 34-15/16-1-4 .....	Grading.
10/15-16-2-4 .....	Grading.
N. 7/12-16-7/10-4 .....	Repairing road.
17/16-4-4 .....	Construction of grade.

LOCATION.	DESCRIPTION OF WORK.
S.E. Cor. 1-16-3-4 .....	Improvement of road
N. of 7 to 12-15-3-4 .....	Improvement of road
15/34-14/15-3-4 .....	Improvement of road
6 to 31-13/14/15-2-4 .....	Improvement of road
9/10/11-15-3-5 .....	Repairs to grade.
E. 2 to 35-12/13/14/15-3-5 .....	Improvement of grade.
N. 19 to 24-14-2/3-4 .....	Improvement of grade.
15/34-15-2-4 .....	Culverts.
E. 25-13-3-4 .....	Grading.
N. 20 to 24-13-5-4 .....	Grading.
12 and 13-4/5-4 .....	Grading and culverts.
E. 18-13-4-4 .....	Repairs to grade.
N. 14-3/4-4 .....	Repairs to grade.
N. 7-14-3-4 .....	Repairs to grade.
12/13-3/4-4 .....	Grading road.
N. 33-17-5-4 .....	Construction of grade.
W. 30-17-7-4 .....	Construction of grade.
Bet. 4/5-8/9-60-8-4 .....	Grading and filling, etc.
57/58/59-6-4 .....	Construction of grade.
Elk Pt. to St. Paul des Metis.....	Construction of grade.
From St. Paul des Metis to St. Edmond..	Construction of grade.
Bet. 27/28-56-5-4 .....	Grading.
N. 26/27/28-56-7-4 .....	Grading.
St. Paul des Metis to Rife .....	Improvement of grade.
1-59-10-4 .....	Improvement of grade.
Tp. 58-9/10-4 .....	Repairs to grade.
Bet. 6/1 to 36/31-60/61-5/6-4 .....	Grading and filling.
Bet. 16/17-20/21-28/29 and 32/33-56-9-4	Grading and filling.
N.E. 23-57-5-4 .....	Repairs to road.
Bet. 4/5-8/9-60-7-4 .....	Grading.
Rife to Cold Lake .....	Constructing grade.
Frog Lake to Cold Lake .....	Constructing grade.
27/34-60-6-4 .....	Constructing grade.
61-6-4 .....	Grading and culverts.
S.E. 1/4 27-62-5-4 .....	Improvement of grade.
62/63-2 to 5-4 .....	Improvement of grade.
Bet. 5/6-62-4-4 .....	Construction of grade.
N. 7 to 12-63-5-4 .....	Repairs to grade.
E. 4 to 33-63-5-4 .....	Repairs to road.
55/56-4-4 to Ferry .....	Improvement of grade.
15/16-21/22-56-8-4 .....	Improvement of grade.
Through 11-56-8-4 .....	Improvement of grade.
2/23-60-8-4 .....	Grading.
4/5-57-6-4 .....	Grading and filling.
26/27-34/35-56-9-4 .....	Improvement of grade.
S. 4-28-56-7-4 .....	Improvement of grade.
23/21-58-804 .....	Grading and filling.
N. 29-30-33 to 36-25/26-61-5-4 .....	Grading and culverts.
Tp. 55-1 to 3-4 .....	Grading and culverts.
S.W. 14-62-2-4 .....	Grading road.
W. 19-30/31-56-7-4 .....	Improvement of road.
N. 23/24-56-5-4 .....	Grading and filling, etc.
W. 14-23-26-35-56-4-4 .....	Putting road in shape.
N. 35/36-61-5-4 .....	Constructing road.
31/36-25/30-60-2/3-4 .....	Repairs to grade.
From Onion Lake to Frog Lake .....	Grading.
22/23-61/62-4-4 .....	Grading.
54/55/56-3-4 .....	Construction of grade.
W. 56-3-4 .....	Construction of grade.
E. of N.E. 20-59-8-4 .....	Grading road.
6-57-7-4 .....	Grading road.
30/32-28/29-55-2-4 .....	Improvement of road.
23/24-61-6-4 .....	Grading and culverts.
23/26-63-2-4 .....	Repairs to grade.
10/11/12-57-7-4 .....	Culverts.
31/32-54-1-4 .....	Grading.



LOCATION.	DESCRIPTION OF WORK.
17/18-61-5-4 .....	Grading.
E. 3-11/14-57-6-4 .....	Repairs to road.
In Tp. 55 and 56-8-4 .....	Grading and culverts.
34/35-61-8-4 14/15-62-8-4 .....	Grading.
28/29-32/33-54-1-4 .....	Grading.
28/29-61-5-4 .....	Grading.
25/36-60-8-4 .....	Opening road.
19/30-62-1-4 .....	Opening road.
1/2-55-2-4 .....	Opening road.
24-57-8-4 .....	Improvement of grade.
34/35-57-8-4 .....	Improvement of grade.
2/23-57-8-4 .....	Grading road.
4/5/6-57-7-4 .....	Grading road.
N. 22/24-55-4-4 .....	Grading road.
W. 59/60-8-4 .....	Improvement of road.
S. Tp. 59-8-4 .....	Improvement of road.
5-60-12-4 .....	Improvement of road.
24/25-58-9/10-4 .....	Culverts.
Tp. 55/58-9-4 .....	Constructing grade.
58-9/10-4 .....	Constructing grade.
24/25-61-6-6-4 .....	Constructing grade.
3/35-55-8-4 .....	Improvement of road.
W. 6/7-39-17-4 .....	Repairing road.
South of Castor .....	Grading road.
34/35-37/38-18/19-4 .....	Grading road.
22/27-38-18-4 .....	Repairs to grade.
N.E. 31-38-18-4 .....	Repairs to grade.
N. 26 and 27-39-15-4 .....	Grading road.
E. 5 to 32-36 to 38-14-4 .....	Improvement of grade.
Stettler to Donalda .....	Repairs to grade.
39/40-20-4 .....	Construction of grade.
N. 17/18-40-18-4 .....	Construction of grade.
E. 19/31-31-16-4 .....	Construction of grade.
N. 9/10/11-36-17-4 .....	Repairs to grade.
E. 3 to 34-35/36-17-4 .....	Repairs to grade.
Through Tp. 36/37/38-19-4 .....	Construction of grade.
E. 35 to 38-16-4 .....	Construction of grade.
19 to 38-19/20-4 .....	Construction of grade.
N. 25-35-20-4 .....	Culverts.
15/16-21/22-34-18-4 .....	Grading road.
38-18/19-4 .....	Grading road.
18/19-30 and 31-38-21-4 .....	Grading road.
S. Tp. 37-17/18/19-4 .....	Improvement of road.
19/30-35-19-4 .....	Repairs to road.
Tp. 42 to 46-19-4 .....	Repairs to road.
8/17-36-18-4 .....	Grading road.
In 7 and 8 N. 7 to 12-51-26-4 .....	Grading and filling.
E. $\frac{3}{4}$ , 2 to 36-52-8-4 .....	Grading and filling.
South of Entwistle .....	Grading, filling and culverts.
In 34-52-2-5 .....	Opening road.
South of Duffield to Ferry .....	Grading, filling and culverts.
In 34-50-1-5 .....	Cutting down hill.
Edmonton to Woodbend .....	Grading and dragging road.
Sec. 12-53-6-5 .....	Grading and filling.
Bet. 22/27-51-2-5 .....	Opening road.
N. 34, 35-51-26-4 .....	Repairing grade.
N. 21 to 24-52-7-5 .....	Grading and filling.
South of Stony Plain (5th Mer.) .....	Grading and filling.
N. 43-13/14-4 .....	Grading road.
N. Killam 44-13-4 .....	Improving road.
S. of Killam 40 to 44-13-4 .....	Grading road.
N. 7 to 12-48-15-4 .....	Fixing road.
12-39-12-4 .....	Grading road.
Bet. 20/21-48-14-4 to S. Boundary 47-14-4 .....	Improving road.
S. 28-43-10-4 .....	Clearing and fixing road.
9/10-45-11-4 .....	Grading road.

LOCATION.	DESCRIPTION OF WORK.
E. 8/32-44-12-4 .....	Clearing road.
E. 15/22-47-14-4 .....	Improving road.
S. of Ranfurly .....	Grading road.
Bet. 1/2-47-13-4 .....	Improving road.
27-46-11-4 .....	Fixing road.
22-40-12-4 .....	Repairs to road.
Tp. 39 to 43-12-4 .....	Improving road.
Tp. 47-13-4 .....	Grading road.
3/34-41/42-15-4 .....	Clearing and grading.
6 to 31-41/42-12-4 .....	Repairing road.
E. 36-46-13-4 .....	Improving road.
1/2/3/4-41-12-4 .....	Fixing road.
8/9-16/17-47-12-4 .....	Grading road.
E. 6/31-45-13-4 .....	Clearing road.
N. 7/12-45-14-4 .....	Opening road.
E. of 6 to E. of S.E. 18-44-13-4 .....	Grading road.
N. 7 to 12-44-14-4 .....	Improving road.
E. 6 to 31-44-15-4 .....	Grading road.
N. 45-10/13-4 .....	Improving road.
Tp. 44-12/13/14/15-4 .....	Grading road.
18-31-44-12-4 .....	Improving road.
4-40-11-4 .....	Grading road.
E. 20-44-11-4 .....	Clearing road.
From 25-47-15-4 to N. of Tp. 50-15-4 .....	Improving road.
4/33-47/48-11-4 .....	Grading road.
Tp. 46/47-11/12-4 .....	Improving road.
S. 13/14-48-11-4 .....	Grading road.
N. 22-41-11-4 .....	Clearing road.
W. 25/26-40-14-4 .....	Grading road.
1/2-42-14-4 .....	Improving road.
S. 26-41-14-4 .....	Clearing road.
14/15-41-11-4 .....	Grading.
Bet. 2/3-45-11-4 .....	Improving road.
Tp. 46/47-14-4 .....	Grading road.
N. 7 to 12-40-11/12-4 .....	Improving road.
S. 42-14/15-4 .....	Clearing road.
W. 2/35-41-14-4 .....	Grading road.
N. 8/9/10-64-20-4 .....	Improving road.
N. Tp. 59-22/23-4 .....	Grading road.
6/7-17/18-63-23-4 .....	Clearing and grading road.
W. 5 to 32-61-19-4 .....	Improvement.
31-57-22-4 .....	Grading road.
E. 6/31-55-23-4 .....	Clearing and fixing road.
20/29-23/26-63-23-4 .....	Grading road.
Bet. 29/30-31/32-6/5-7/8-61/62-23-4 .....	Improving road.
S.E. 25/26-64-65-22-4 .....	Grading road.
N.E. Cor. 10-58-20-4 .....	Grading and repairs.
Tp. 59-17/18/19-4 .....	Improving road.
Tp. 61-19/20-4 .....	Clearing and fixing road.
E. and W. of Colinton, S. Tp. 65-19/23-4 .....	Improving road.
27/28-33/34-63-23-4 .....	Grading road.
19/30-60-23-4 .....	Levelling road.
31/32-59-24-4 and E. 6 to 31-60/61-24-4 .....	Clearing road.
E. 5-32-59-19-4 .....	Improving road.
N. 5-61-19-4 .....	Clearing road.
7-12-59-18/19-4 .....	Grading road.
In 23 and E. 3 to 15-61-24-4 .....	Improving road.
Bet. 12/15-16/21-20/21-65-21-4 .....	Clearing road.
Through 5/8-65-18-4 .....	Grading road.
S. and W. 24-64-21-4 .....	Clearing and fixing road.
N. 23/24-65-21-4 .....	Grading road.
W. 3 to 15/22/27-66-19-4 .....	Improving road.
N. Tp. 64-22/23/24-4 .....	Clearing road.
N. 19 to 24-65-23/24-4 .....	Grading road.
In Tps. 63/64-22-4 .....	Improvement.
23/24-66-23-4 .....	Clearing road.



LOCATION.	DESCRIPTION OF WORK.
Bet. 19/30-57-21-4 .....	Fixing road.
Bet. 4/9-57-21-4 .....	Grading road.
5-3/4/5-59-24-4 .....	Clearing road.
31/32-59-18-4 .....	Grading road.
Lac la Biche to Athabasca Landing.....	Clearing road.
6/31-58-23-4 .....	Grading road.
W. 3-10/15-22-59/60-19-4 .....	Improving road.
E. 6 to 31-57/58-20-4 .....	Fixing road.
13/18-57-23/24-4 .....	Grading road.
25/36-60-24-4 .....	Improving road.
N. 18-62-23-4 .....	Grading road.
21/22-61-24-4 .....	Improving road.
Bet. 25/26-61-24-4 .....	Clearing road.
W. 33-60-23-4 .....	Grading road.
N. 19/24-62-24-4 .....	Clearing road.
Tp. 58-20/21/22/23-4 .....	Grading road.
Bet. 21/28-60-18-4 .....	Clearing road.
Bet. Victoria and Fort Saskatchewan....	Improving road.
N. 36-60-21-4 .....	Grading road.
N. 19 to 24-59-19/20/22-4 .....	Clearing road.
2/3/4-62-24-4 .....	Improving road.
7 to 9-60-19/23-4 .....	Grading road.
4 to 33-58/60-20-4 .....	Clearing road.
W. 32-57-22-4 .....	Improving road.
Tp. 56/57/58-24/25-4 .....	Grading road.
In 55-22-4 .....	Clearing road.
W. 60-24-4 .....	Fixing road.
S. 13/14-61-24-4 .....	Improving road.
Tp. 62-25/26/27-4 .....	Grading road.
S. Tp. 64-19/20-4 .....	Clearing road.
E. 2 to 35-64-20-4 .....	Grading road.
Bet. 14/15-64-20-4 .....	Improving road.
35/36-64-21-4 .....	Clearing and repairs.
N.E. 19-64-20-4 .....	Improving road.
14-62-24-4 .....	Clearing road.
E. 4 to 33-59-23-4 .....	Grading road.
S. 61-23-4 .....	Fixing road.
20/21-53-24-4 .....	Grading road.
25-58-23-4 .....	Improving road.
31/36-57/58-23/22-4 .....	Clearing road.
1 to 13-57/58-22-4 .....	Clearing road.
31/36-57/58-22/23-4 .....	Grading road.
16/17/18-57-23-4 .....	Improving road.
W. 5 to 32-60-21-4 .....	Fixing road.
W. 2 to 23-58-22-4.....	Grading road.
N. 19-24-58-21-4 .....	Clearing road.
N. 58-20/21-4 .....	Improving road.
W. 57/58-21-4 .....	Levelling road.
Tp. 55/58-22-4 .....	Grading road.
Bet. 21/22-27/28-59-22-4 .....	Clearing road.
Bet. 2/3-61-21-4 .....	Improving road.
Tp. 59/60-21-4 .....	Clearing and repairs to road.
N. Tp. 59-20-4 .....	Improving road.
2 to 35-59-20-4 .....	Grading road.
60 and 61-18-4 .....	Clearing road.
2 to 35-59/20/61-21-4 .....	Grading road.
Bet. 28/29-32/33-56-21-4 .....	Fixing and levelling road.
Tp. 56/57-21-4 .....	Clearing road.
E. 56-22-4 .....	Grading road.
E. Tp. 55/56-23-4 .....	Clearing road.
Bet. 28/29-40-4-4 .....	Improving road.
E. from 29-56-21-4 through Rg. 22/23..	Grading road.
E. 4/9-58-18-4 .....	Clearing road.
E. 2 to 35-65-22-4.....	Fixing road.
E. Tp. 63 to 65-23-4 .....	Grading road.
Through 22/23/24- and N. 19 to 21-64-22-4 .....	Clearing road.

LOCATION.	DESCRIPTION OF WORK.
E. 17 to 32-65-22-4 .....	Improving road.
E. 2 to 23-66-24-4 .....	Grading road.
N. 31/32-64-21-4 .....	Grading road.
Bet. 27/28-57-23-4 .....	Improving road.
21/22 and 6/7-59-21-4 .....	Clearing road.
N. 7 to 9-60-19/23-4 .....	Grading road.
N.E. 3/34-59/23/4 .....	Fixing road.
S. Tp. 57-22-4 .....	Levelling and clearing road.
25/26-58-18-4 .....	Grading road.
Bet. 31/32-58-23-4 .....	Clearing road.
E. 29/32-64-20-4 .....	Levelling and grading road.
11/14-13/12-23/24-25/26-35/36-57/58-25-4 .....	Grading road.
E. of 4 to 33-57-26-4 .....	Improving road.
E. 6/7/8/9/30/31-57/58-24-4 .....	Fixing road.
N. Tp. 54-26-4 .....	Grading road.
S. 3/4/5-59-24-4 .....	Clearing road.
N. of 19 to 24-58-24/25-4 .....	Grading road.
N. 25 to 28-56-26-4 .....	Levelling road.
Bet. 4/5-32/33-57/58-24-4 .....	Grading road.
N. Tp. 56-25-4 .....	Improving road.
21/28-55-25-4 .....	Grading road.
25/26-56-25-4 .....	Clearing road.
12/13-17/18-58-24-4 .....	Improving road.
W. Tps. 55/57-25-4 .....	Improving road.
West of Alexandra Reserve 56-27-4 ....	Clearing.
30/25-55-26/27-4, W. 55/56-26-4 .....	Fixing road.
St. Albert to Lac Ste. Anne .....	Clearing road.
Bet. Tps. 58/59-25-4 .....	Improving road.
7/18-59-25-4 .....	Grading road.
17-55-25-4 .....	Grading road.
Bet. 8/9-57-25-4 .....	Grading road.
34-35-57-26-4 .....	Clearing road.
Bon Accord to St. Ermile .....	Improving road.
17/18-57-26-4 .....	Clearing road.
14/15-22/23-26/27-34/35-54-26-4 .....	Fixing road.
W. of E. Boundary 55-25-4 .....	Clearing road.
19/21-57-23-4 .....	Improving road.
Bet. 55/56-24/25/26-4 .....	Grading road.
34/35-57-26-4 .....	Improving road.
E. 2 to 35-57/58-26-4 .....	Clearing and grading road.
E. 28 and 33-55-26-4 .....	Grading road.
Tp. 56/57/58-24/25-4 .....	Grading road.
S. 15/16/17/18-59-25-4 .....	Clearing road.
19/24-57-27/1-4/5 .....	Grading road.
26/35-27/34-57-24-4 .....	Filling road.
13/14-57-26-4 .....	Grading road.
25/26-35/36-57-27-4 .....	Clearing road.
E. 25-54-26-4 .....	Improving road.
Along N. bank of Sturgeon River and Big Lake in St. Albert Settlement ..	Improving road.
E. 2/23-55-27-4 .....	Grading road.
Bet. 8/9-53-26-4 .....	Clearing road.
Taber to Retlaw .....	Improving road.
N. 7 to 12-14-18-4 .....	Grading road.
E. 3 to 34-8/9/10-12-4 .....	Grading road.
North and south of Grassy Lake .....	Clearing road.
South of Burdett .....	Fixing road.
South of Bow Island .....	Clearing road.
W. 4/9/16/21-12-17-4 .....	Clearing road.
7/8-10-14-4 .....	Grading road.
W. 3 to 34-15-19-4 .....	Clearing road.
Carmangay to Little Bow .....	Improving road.
E. 2-11/12-20-4 .....	Grading road.
9/10-15-20-4 .....	Improving road.
19/20-13-19-4 .....	Grading road.
9/10-12-19-4 .....	Improving road.
24-8-12-4 .....	Clearing road.



LOCATION.	DESCRIPTION OF WORK.
Vermilion to Ferry at St. Paul des Metis.	Grading road.
N. end of 53-8/9-4 .....	Improving road.
E. 6 to 31-51-9-4 .....	Grading road.
South of Mannville .....	Improving road.
Tps. 51 to 54-10/11-4 .....	Grading road.
E. 3/34-51/52-10-4 .....	Improving road.
30/31-49-6-4 .....	Grading road.
Tp. 53/54-7/8-4 .....	Fixing road.
N. 53-10/11/12-4 .....	Improving road.
49-50/51-11-4 .....	Grading road.
S. 55-10/11-4 .....	Improving road.
N. 54-8-4 .....	Grading road.
Tp. 48/49/50-6-4 .....	Clearing road.
E. 1/24-56-7-4 .....	Grading road.
N. 17/18-51-9-4 .....	Clearing and grading road.
N. 5/6-54-10-4 .....	Grading road.
Bet. 12/13-55-9-4 .....	Clearing road.
E. 25-48-10-4 .....	Improving road..
S.E. cor. 4-53-9-4 .....	Clearing road.
N. 49-8-9-4 .....	Improving road.
18/19-50-60-4 .....	Grading road.
Bet. 2/3-54-10-4, Bet. 34/35-53-10-4 ...	Grading road.
W. 34-52-10-4 .....	Clearing road.
N. and W. 32-51-9-4 .....	Grading road.
Tp. 51/56-5/6-4 .....	Improving road.
E. 1/35-52-7-4 .....	Grading road.
10/11-54-9-4 .....	Improving road.
20/21-50-10-4 .....	Grading road.
N. 7/12-54-19-20-4 .....	Clearing and grading road.
From Tofield to Chipman .....	Grading.
Through 49/50/51-15-4 .....	Improving road.
Mundare to Pakan.....	Grading.
Vegreville to Desjarlais Crossing .....	Improving road.
Vegreville through Brosseau to St. Paul.	Clearing and grading road.
N. 19-24-54-18/19-4 .....	Grading road.
N.W. 13.52-16-4 .....	Grading road.
South of Mundare .....	Improving road.
Lloydminster following telephone line	
along C.P.R. ....	Grading road.
N. 26/29-53-12-4 .....	Improving road.
Tps. 52/53/54-13-4 .....	Grading road.
13/14-52-14-4 .....	Improving road.
S. Tp. 49-14-4 .....	Grading road.
31/32/36-52-13/14/15-4 .....	Clearing road.
Bet. 53/54-15-4 .....	Improving road.
5/6-53-16-4 .....	Grading road.
W. 4 to 33-49-14-4 .....	Improving road.
24/25-52-17-4 .....	Grading road.
48/49-19/20/21-4 .....	Improving road.
32/33-52-18-4 .....	Clearing road.
Tp. 49/50-15/16-17-4 .....	Improving road.
3/34-51/52-13-4 .....	Grading road.
W. Tp. 49-17-4 .....	Clearing road.
W. 4 to 33-52-16-4 .....	Improving road.
3/4-9/10-52-12-4 .....	Grading road.
19/30-54-12-4 .....	Clearing and grading road.
Mundare to Bawlf .....	Improving road.
19/30-51-15-4 .....	Grading road.
31/32-51/52-15-4 .....	Clearing road.
W. 12/13-50-14-4 .....	Grading road.
52/53-11/19-4 .....	Improving road.
E. 2 to 35-49-16-4 .....	Grading road.
3/33-4/32-5/31-50/51-17-4 .....	Clearing road.
19/20-54-18-4 .....	Filling and grading.
7/12-53-16/22-4 .....	Grading.
N. Tp. 52-17-4 .....	Improving road.
Bet. 31/6-1/36-50/51-9/13-4 .....	Fixing road.

LOCATION.	DESCRIPTION OF WORK.
4/5-53-14-4 .....	Grading road.
E. 30/31-52-14-4 .....	Clearing and grading.
Tp. 49/50-17/19-4 .....	Grading road.
31/35-51-19-4 .....	Improving road.
South of Ranfurly .....	Grading road.
W. 14/22-26/35-49-15-4 .....	Clearing and fixing road.
N.W. cor. 11-52-17-4 .....	Fixing road.
Tp. 47/48/49/50-20-4 .....	Improving road.
E. 5 to 33-49/50-19-4 .....	Grading road.
Lamont to Andrew and east .....	Grading road.
E. 4 to 33-54-22-4 .....	Improving and repairing road.
N. 7/12-56-16 to 20-4 .....	Repairs to road.
N. 19/24-57-19-4 .....	Grading road.
Tp. 55/56-17-4 .....	Fixing low places and improving.
1 to 7-55-22-4 .....	Grading road.
Tp. 54-21-4 .....	Improving road.
Bet. 13/14-51-21-4 .....	Clearing and grading road.
6/31-55/56-18-4 .....	Grading road.
Road north of Bruderheim .....	Improving road.
8 and 9-56-19-4 .....	Grading road.
S. 57-18-4 .....	Clearing and fixing road.
N. 7 to 12-55-20-4 .....	Grading road.
9-56-20-4 .....	Repairs to road.
Tp. 55-20-4 .....	Repairs and grading road.
Tp. 58-19-4 .....	Grading road.
Bet. 4/5-8/9-57-17-4 .....	Clearing road.
Bet. 1/6-12-7-57-17/18-4 .....	Grading road.
N. 31/32-57-15/16/17-4 .....	Improving road.
34/35-57/58-16-4 .....	Clearing and fixing road.
31/36-55/56/57-16/17-4 .....	Grading road.
20/21-28/29-32/33-56-18-4 .....	Improving road.
East of Fort Saskatchewan .....	Repairs and grading.
2/3-34/35-55-20-4 .....	Grading road.
N. 19/24-23/24-55-16/17/18-4 .....	Improving road.
Mundare to Pakan .....	Grading road.
E. 3 to 34-52/54-22-4 .....	Improving road.
E. 3 and 10-56-16-4 .....	Repairs to road.
N. 16/24-56-19/20-4 .....	Repairs and grading.
E. 6/31-55/56-16-4 .....	Improving road.
Tp. 54-21-4 .....	Improving road.
N.E. 20/21-54-20-4 .....	Clearing and repairs.
Tp. 56/57/58-18/19-4 .....	Improving road.
2/3-41-2-4 .....	Clearing and grading.
W. 30-40-2-4 .....	Grading.
N. 20-41-2-4 .....	Grading road.
Bet. 17/18-39-2-4 .....	Improving road.
S. 1/2/3/4-41-3-4 .....	Clearing and repairing.
E. 5 to 32-40-2-4 .....	Grading road.
23/24-41-2-4 .....	Clearing road.
Bet. 11/12-41-3-4 .....	Grading.
Hayter north to Chauvin .....	Filling and levelling road.
5/6-45-6-4 .....	Clearing road.
North of Heath .....	Improving road.
3/10/15-45-10-4 .....	Grading.
34/35-45-9-4 .....	Improving road.
E. 4 to 33-44/45-3-4 .....	Clearing road.
27/28-45-10-4 .....	Grading road.
30-45-9-4 .....	Improving road.
E. 6 to 31-41-3-4 .....	Grading road.
South from Irma .....	Clearing and grading.
E. 5-32-48-7-4 .....	Improving road.
E. 2 to 35-44-4-4 .....	Grading road.
North of Chauvin .....	Clearing road.
E. 23-42-3-4 .....	Improving road.
N. 35/36-42-3-4 .....	Fixing and repairs to road.
North of Edmonton .....	Clearing road.
S. 34/35/36-2-12-4 .....	Grading and repairs to road.



LOCATION.	DESCRIPTION OF WORK.
North of Foremost to North-east	
28-8-11-4 .....	Clearing and repairs.
W. 25/26-3-17-4 .....	Improving road.
Tp. 4-11 to 17-4 east of Warner .....	Clearing and repairs.
W. 11/12-4-16-4 .....	Improving road.
19/30-5-18-4 .....	Fixing road.
East of Foremost .....	Grading road.
W. Tp. 3/4/5-11-4 .....	Improving road.
W. 13-24-3-12-4 .....	Grading road.
17/18-5-12-4 .....	Fixing and repairing road.
North of Shandro, east 3 to 34-58-15-4 ..	Grading and repairing road.
North of Smoky Lake through 60-18-4 ..	Improving road.
Bet. 31/32-29/30-58-13-4 .....	Clearing and grading.
Vegreville to Desjarlais Crossing and north .....	Clearing road.
1-59-14-4 .....	Improving road.
N. 19 to 24-59-13/14-4 .....	Grading road.
2 to 23-59-15-4 .....	Clearing and repairs to road.
Lamont to Andrew and east .....	Grading road.
55/56/57-15-4 .....	Improving road.
Through Bassano to St. Paul .....	Clearing road.
31/36-59-15/16-4 .....	Improving road.
16/15-57-14-4 .....	Grading road.
8 and 17-58-17-4 .....	Clearing and repairs to road.
E. 12-58-15-4 .....	Improving road.
N. Tp. 53-10/11/12-4 .....	Grading road.
E. 6/31-55/56-13-4 .....	Improving road.
Tp. 56/57-13/14-4 .....	Clearing road.
Bet. 9/10-55-12-4 .....	Improving road.
E. 27/34-57-14-4 .....	Grading road.
E. 4/33-55-15-4 .....	Clearing road.
Bet. Victoria and Fort Saskatchewan ..	Improving road.
3/4-54-15-4 .....	Clearing road.
N. 19/24-58-4-4 .....	Grading road.
Bet. 12/13-11/14-7/18-59-17-4 .....	Improving road.
Bet. 29/30-31/23-59-17-4 .....	Clearing road.
1/6-13/18-60-17/18-4 .....	Grading road.
34/35-2/3-59-16-4 .....	Improving road.
Tp. 56-15-4 .....	Grading road.
West of Wetaskiwin .....	Improving road.
Tps. 46/47-26/27-4 .....	Clearing road.
S.W. 26-46-26-4 .....	Dragging road.
N. 2 S. through Tp. 43-26-4 .....	Clearing and grading road.
S. 3-46-26-4 .....	Dragging road.
N. 31/32-35/36-45-27/28-4 .....	Grading and repairs to road.
Chesterwold to Wetaskiwin .....	Dragging and repairs to road.
Tp. 44-23/24-4 .....	Improving road.
Bonnie Glen around Pigeon Lake .....	Clearing and fixing road.
In Tps. 47/48-26/27-4 .....	Grading and repairs.
Tp. 47-25/26/27-4 .....	Improving road.
2/3-10/11-46-26-4 .....	Clearing road.
3/4-9/10-46-22-4 .....	Fixing and repairs to road.
Bet. 32/33-46-24-4 .....	Improving road.
S. 33-47-24-4 .....	Filling and clearing road.
Tp. 47-24 to 26-4 .....	Improving road.
Tps. 44/45/46-27-4 .....	Grading road.
4 and 9-47-25-4 .....	Improving road.
Bet. 7/8-47-22-4 .....	Clearing road.
7/8-46-23-4 .....	Fixing road.
E. 23/26/35-47-27-4 .....	Improving road.
9/10-44-22-4 .....	Clearing road.
6 to 1-46-22-4 .....	Grading road.
W. 15-42-26-4 .....	Grading road.
E. 19/30/31-46-25-4 .....	Improving road.
1/2 Tp. 47-3-5 .....	Fixing swamp.
Bet. 28/29-47-3-5 .....	Grading and repairs.

LOCATION.	DESCRIPTION OF WORK.
Bet. 4/5-47-2-5 .....	Improving road.
S. Tp. 45-2 and 3-5 .....	Covering corduroy.
S. 28/29-45-1-5 .....	Improving road.
W. 7-47-25-4 .....	Grading road.
Bet. 19/30-46-26-4 .....	Grading road.
South-east cor. 45-1-5 to Pigeon Lake ..	Improvement of road.
34/35-44/45-2-5 .....	Grading road.
9/10-45-28-4 .....	Clearing and fixing road.

#### WORK PERFORMED IN 1921 BY THE DEPARTMENT IN ADMINISTRATION OF L.I.D. TRUST FUNDS.

North of Bindloss Ferry. Repaving road.  
 North 7/8 23-1-4. Grading and culverts.  
 North 22 to 24-24-7-4. Improving and repairs to road.  
 North 19 to 20-24-6-4. Improving and repairs to road.  
 West Tps. 25/26-6-4. Grading and improving.  
 South of Cereal. Improving road.  
 28/29-32/33-25-4-4. Culvert and grading.  
 31/32-25-4-4 and 5/6 to 31/32-25-5-4. Grading and culvert.  
 South of Oyen. Culverts and grading.  
 West 19-20-31-25-5-4. Improving road.  
 North of Twp. 24-5-4. Improving road.  
 East 3 to 34-24/25-5-4. Grading road.  
 33/34-25-5-4. Improving road.  
 Chinook to Atlee. Culverts and repairing road.  
 2/3-10/11-25-9-4. Improving road.  
 West 4-25-9-4 and 20/21-24-9-4. Opening up road.  
 34 to 6-25-9-4 North 24-9-4. Improving, grading and repairing.  
 3/4-25-9-4. Repairing and grading road.  
 24/25-24-7-4. Opening up road.  
 South of Chinook. Culverts and repairs to road.  
 North 7 to 12-24-8/9-4 and North 11/12-24-8-4. Improving and grading.  
 East 2 to 35-24-9-4. Opening up road.  
 East 14 to 35. Grading road.  
 21/22-24-8-4. Repairing road.  
 North 16 through 15-24-8-4. Improving road.  
 East 10-15-24-8-4. Grading road.  
 East 5 to 32-24/25-8-4. Improvement to road.  
 29/30-23-9-4. Grading road.  
 South 1 to 5-66-22-4. Corduroy and covering same.  
 Lac La Biche Trail. Grading road.  
 South from East Boundary 28-66-19-4. Repairing road.  
 South 4-67-21-4, East 4 miles, South 1-67-22-4. Improving road.  
 8/17-67-21-4. Grading and filling.  
 5/6-67-21-4 North 3 miles. Improvement of road.  
 From 6-67-21-4 North. Grading and filling.  
 31/32-66-19-4. Improving road.  
 From 2-69-23-4 North 6 miles. Improving grade.  
 From centre 22-67-23-4 to Twp. line. Grading.  
 4/5-32/33-67-22-4. Improving road.  
 20/29-67-22-4. Opening road.  
 South 1 and 2-68-23-4. Grading road.  
 End of steel to Fort McMurray. Construction of road.  
 Fort Vermilion to Bear Creek. Grading.  
 West from Fort Vermilion. Grading.  
 R.L. 11/12-19-108-13-5. Improving road.  
 Between R.L. 4-5 Fort Vermilion. Grading road.  
 20/21-63-11-4. Improvement of road.  
 1/6-62-11/12-4. Grading road.  
 31-65-13-4. Improving road.  
 15/16-21/22-27/28-65-14-5. Opening road.  
 West 31-65-14-4. Grading road.  
 35/35-65-15-4 and 1/2-66-15-4. Improving road.  
 Lac La Biche to Plamondon. Grading and improving road.



West 6-7-66-14-4. Clearing and improving road.  
 In Tp. 66-15-4. Clearing, grubbing, corduroying road.  
 Brooks to Bow Slope. Culverts, clearing and grubbing road.  
 West 4 to 28-18-14-4. Culverts and repairs to road.  
 South-west 4-21-19-4. Improving, grading and culverts.  
 South 4-5-19-20-4. Culverts and repairs to road.  
 East 6-7-20-20-4. Culverts and grading road.  
 South 17-18-20-20-4. Grading and filling road.  
 South 15-19-20-4. Culverts and grading road.  
 East 6-18-18-4. Improving road.  
 27/28-18-18-4. Clearing and grading road.  
 West 4-9-18-18-4. Grading and clearing road.  
 From South-east 16-19-20-4 North 6 miles. Grading and improving.  
 On Range Line 12/13-4. Culverts and grading road.  
 Irma to Duchess. Construction of road.  
 Millicent to Brooks. Improvement of road.  
 East 24-20-16-4. Clearing and grading road.  
 South 29 to 25-20-13-4. Culverts and grading road.  
 East 14 and 23-20-13-4. Culverts and improvement of road.  
 22/23-20-14-4. Culverts and clearing road.  
 Brooks to Cassils. Clearing and improvement of road.  
 12-21-14-4. Culverts and grading road.  
 West 5 to 17-21-13-4. Improvement of road.  
 West 21 to 33-20-13-4. Clearing and grading.  
 5/6-19-15-4. Improving road.  
 From Bassano to 31-20-18-4. Grading and clearing road.  
 West and South 16/17-20-17-4. Culverts, grading and improvement.  
 South 3-4-21-18-4. Culverts and improving road.  
 3-4-20-17-4 and 21/28-33-19-17-4. Improving road.  
 Bassano to Hutton. Culverts and repairs to road.  
 South 27-21-18-4. Improvement of road.  
 East 26-21-16-4. Grading to bridge.  
 North 1-21-16-4. Culverts.  
 West 4 to 21-20-18-4. Grading and clearing road.  
 West 23 to 35-19-18-4. Culverts and grading road.  
 South 3 and 11-20-18-4. Grading and improving road.  
 West 17 and 20-19-17-4. Improving road.  
 South 15 and 17-19-17-4. Grading road.  
 20/29-19-17-4. Grading road.  
 1-22-16-4. Opening road.  
 South 4 and 5-23-16-4. Culverts, grading and improving road.  
 East 31, East and South 30-22-16-4, South 25-22-17-4. Grading road.  
 East 28-22-16-4. Culverts and grading.  
 East 4 and 9-23-16-4. Grading and culvert.  
 South 28 and through 21-24-20-4. Culverts, grading and levelling.  
 East 3 and 10-22-20-4. Improving road.  
 East 6, 7, 8-22-19-4. Culverts, grading road.  
 North 12-24-20-4. Culverts and clearing road.  
 North of Bassano. Culverts, grading and improvement of road.  
 East 18-23-20-4. Grading and culverts.  
 South 12, 14, 15-24-20-4. Improvement of road.  
 Crowfoot to Hussar. Culverts and grading road.  
 South 6-24-20-4. Grading road.  
 North from Cluny, North 4-22-21-4. Culverts and repairing road.  
 East 15, North 22-22-21-4. Grading and culverts.  
 South 29-24-21-4. Improving road and placing culverts.  
 South 5, 6-23-21-4. Culverts and grading road.  
 18-22-21-4. Grading and culverts.  
 North 36-24-25-4. Culverts and improving road.  
 North of Bassano. Culverts and grading.  
 East 16 to 33-27-19-4. Improving road.  
 South 2 to 4-28-19-4. Grading and levelling road.  
 West 31 to 25-25/25-18/19-4. Repairing road.  
 West Tp. 2 and 3-21-4. Grading road.  
 West 17-20-1-21-4. Improving road.  
 North 7 to 12-1-20-25-4. Culverts, grading and repairing road.  
 Del Bonita to Milk River. Culverts and improvements.  
 Del Bonita to Magrath. Improvements to road.

West 19 to 31-1-23-4. Grading road.  
West 17-20-3-24-4. Improving road.  
North 8-1-24-4. Culverts and improving road.  
West 17 and 20-1-24-4. Culverts and grading road.  
West 28-33-1-24-4. Grading and improving road.  
North 19 to 24-1-24-4. Improving road.  
West 13 to 36-1-22-4. Grading road.  
Cardston to Spring Coulee. Culverts and improving road.  
West 15-16-34-3-24-4. Grading road.  
North 22 to 24-1-22-4. Repairing road.  
North 31 to 35-1-23-4. Culverts, grading and levelling road.  
North 35-2-24-4. Repairing road.  
West 27-34-2-24-4. Repairing road.  
North 22 to 24-2-24-4. Improving road.  
West 6 to 19-2-23-4. Improving road.  
23, 24, 25-1-26-4. Grading road.  
Cardston to Inter-Boundary. Grading, improving, levelling road.  
Cardston to Beazer. Grading road.  
West 19-2-27-4. Repairing road.  
West 6-3-27-4. Grading, levelling road.  
29 and 33-1-26-4 West 3 to 22-2-26-4. Grading side hill and culvert.  
On 24-2-26-4. Grading and repairs to road.  
On 10, 11, 14, 24-1-27-4 and 19-29-1-26-4. Repairs to road.  
Cardston to Mountain View. Improving road.  
West 5 to 17-2-27-4. Grading road.  
North 35, 36-2-25-4. Culverts and grading approaches to bridge.  
West 26-1-25-4. Culverts and new grade.  
South 22 to 24-2-25-4. Improving road.  
North from 26-1-25-4. Grading road.  
Through 18, 19 to 30-1-26-4. Culverts repaired.  
North 19 to 24-5-19-4. Improving road.  
West 23-5-21-4. Repairs to road.  
North 21-5-21-4. Improvements to road.  
East 36-4-19-4. Side hill grades.  
North 19 to 34-4-19-4. Constructing new road.  
West 19 and 30-5-19-4. Grading road.  
Township 5-21-4. Improving road.  
North 10-5-22-4. Grading road.  
West 9-4-23-4 West 4 to 28-4-23-4. Improvement of road.  
South 5-4-23-4. Grading and levelling road.  
West 1 to 24-5-22-4 and West 12 to 36-4-22-4. Improving road.  
North 27 to 29-5-22-4. Grading road.  
North 35-36-5-22-4. Filling in low places.  
West 3 to 27-5-22-4. Grading and levelling road.  
West 4 to 21-4-24-4. Crowning road.  
North 7 and 9-4-24-4. Levelling and grading road.  
South 1, 2-45-23-4. Grading road.  
North 12-9-29-4. Grading road.  
West 6-9-28-4. Improvement to road.  
7 to 18 and 19-9-28-4. Repairs to road.  
West 14-11-28-4. Crowning and levelling road.  
North 11-11-28-4. Improvement to road.  
North 23 and West 24-11-28-4. Repairing and grading road.  
In 11-28-4. Improvement to road.  
North 19 to 24-10-28-4. Repairing and grading road.  
Through 8-12-29-4. Culverts and grading road.  
West 26 and 35-12-28-4 West 2-13-28-4. Crowning and grading road.  
North 34-12-28-4 South 6-13-28-4. Improving road.  
North 34 to 36-10-28-4. Culverts and grading road.  
West 10-13-28-4. Grading road.  
South 8, 9-12-28-4. Improving road.  
North 21 to 23-12-28-4. Repairing grade.  
2, 10, 11, 15-9-29-4. Grading and crowning road.  
North 8 and 9-12-28-4. Levelling and grading road.  
Lundbreck to North Fork Gap 25-10-3-5. Improvement of road.  
West 26 and 35-13-28-4. Crowning and levelling road.  
W. 3-10-13-28-4. Improvement of road.  
Stavely to Willows. Grading and repairing road.



From 34 to 7-12/13-29-4. Repairing road.  
 33/34-61-3-5. Grading road.  
 In 59-3/4-5. Covering corduroy.  
 East 3-61-3-5. Ditching.  
 Through Tp. 60-3/4-5. Improving road.  
 West 13-60-3-5. Grading road.  
 East 15 to 17-61-3-5. Repairing road.  
 West 27 and 34-60-3-5. Improving road.  
 West 5-8-60-3-5. Levelling and grading road.  
 West from Clyde. Grubbing road.  
 28/27-60-3-5. Clearing and grading.  
 25/30-60-3/4-5. Improvement of road.  
 West 5, 8-60-3-5. Clearing, levelling road.  
 North-east 13-62-7-4-17-62-6-5. Grading road.  
 15/16-62-6-5-21/22-62-6-5. Ditching and corduroy.  
 North 20, 21-62-6-5. Clearing and grading.  
 South and East 5, North 4-62-6-5. Improving road.  
 Through 6 to 33-62-5-5. Grading road.  
 North and West 11 and through 13-62-7-5. Crowning and clearing road.  
 27 to 30-70-11-6. Culvert and grading.  
 3/4-9/10-71-11-6. Opening road.  
 West 19-71-9-6. Improvement to road.  
 North 31-70-10-6. Clearing and grading road.  
 West 28-70-12-6. Grading road.  
 West 28-70-12-6. Grading and repairing road.  
 North 19 to 21-70-12-6. Improving road.  
 West 25 and 36-70-11-6. Grading road.  
 From 25-24-4-4 to 8-25-5-5. Culverts and repairing road.  
 South 1-2-25-4-5. Grading road.  
 From 34-24-4-5 South to Trop Line. Repairs to road.  
 North 19 to 22-14-4-5. Grading road.  
 8-17-20/21-25-4-5. Improving road.  
 From 10-26-4-5 to 37-24-4-5. Clearing and grading.  
 Between 16/17-27-4-5. Culverts and grading.  
 East 25-26-27-3-5. Culvert and improving road.  
 Up Big Hill Creek. Culverts and grading road.  
 Up Horse Creek Trail. Grading and culverts.  
 West 27-4-5. Improving road.  
 North 7, 9-27-4-5. Culvert and grading road.  
 North 19 to 22-27-4-5. Grading road.  
 Cochrane to Lohead. Repairing culverts.  
 25-26-5-5. Dragging roads.  
 From North-east 12-27-5-5 to North 36-28-5-5. Culverts, repairs, grading.  
 North 21 to 24-29-5-5. Improvement of road.  
 14/15-29-5-5. Repairs to road.  
 South-west from Big Prairie. Grading and fixing up road.  
 8/9-16/17-30-5-5. Repairing and grading road.  
 Between 13/14-33-2-4. Work on road allowance.  
 22-33-3-4. Culvert repairs and grading.  
 Range line North and South of Alterio. Constructing culverts and fixing road.  
 West 1 to 24-33-1-4. Grading and culverts.  
 Through Hamlet of Compeer. Culverts repairing.  
 North-west 11-36-4-4. Filling approaches to bridge.  
 8/9-35-6-4. Grading road.  
 North and East from Monitor. Improvement of road.  
 East 14-23-35-5-4. Repairing road.  
 North 22, 23-35-5-4. Grading road.  
 East 23-33-35-5-4 and East 4-9-36-5-4. Improvement of road.  
 North 34/35-36-34-5-4. Grading and filling.  
 North-east 6 and North-west 5-36-8-4. Culvert repairing and grading road.  
 East Tp. 36-9-4. Repairing culvert and road improvement.  
 North from Loyalist. Filling in and repairing road.  
 From North-east 10-35-7-4 North 6 miles. Grading road.  
 North 7-9-36-9-4. Improvement of road.  
 West 19-35-9-4. Grading road.  
 East 17 to 32-36-9-4. Repairing road.

North 32, 33-36-8-4. Culverts and grading road.  
East 4 to 33-36/37-8-4. Repairing culverts and filling.  
North 20, 21-36-8-4. Improvement of road.  
4/5-36-8-4. Repairs to road.  
North 18-36-8-4. Improving road.  
36/31-37-9/10-4. Grading road.  
26/27-34/35-26-2-5. Improvement of road.  
North Tp. 36-2-5. Grading road.  
North Tp. 25-2-5. Improvement of road.  
South 26-26-2-5. Repairing road.  
34/35-26/27-31-5-5. Reconstruction of road.  
21/22-32-5-5. Improvement of road.  
From 21-29-37-8-5 and North 35-37-9-5. Grading road.  
18-1-7-5. Improvement of road.  
13-39-8-5. Repairs to road.  
Between 26/27-53-14-5. Culverts.  
20/21-54-15-5. Grading road.  
53/54-13-5. Improvement of road.  
West 20-54-15-5. Repairs to road.  
18-54-15-5. Repairs to small bridge.  
West 21-54-13-5. Grading and improvement to road.  
8/9-53-13-5. Repairs to road.  
11/12-53-17-5. Ditch construction.  
West 10-54-17-5. Improvement of road.  
12/13-53-20-5. Opening up road.  
South 1 to 6-56-15/16-5. General repairs to road and bridge.  
North-west 28-54-15-5. Repairs to road.  
West 6-55-14-5. Improvement to road.  
South 4-57-13-5 and North 35-56-14-5. Covering corduroy.  
3, 4, 5-55-14-5. Grading.  
North 24, 19-56-13/14-5. Improving road.  
West 34-56-14-5. Levelling road.  
2/3-55-14-5. Repairing road.  
Strathmore to Hussar. Culverts.  
24/25-22-23-4. Culverts and filling road.  
South of Gleichen. Grading and putting culverts.  
34/35-22-22-4 and 25/26-23-22-4. Improving road.  
West 19-23-22-4. Culverts and filling.  
Sawridge to Mirror Landing. Filling approaches and grading roads.  
Sawridge to Tp. line 72-5-5. Grading and repairing road.  
North 31-72-5-5. Improving road.  
21/28-72-5-5. Grading.  
South from 14-73-10-5. Filling and levelling road.  
East 12, 13-74-10-5. Clearing and grubbing road.  
West 13 to 36-73-9-5. Repairing road.  
Grouard to Enilda. Grading and dragging road.  
5 to 8-75-16-5. Improvement of road.  
13-75-17-5. Repairs to road.  
6/1-78-20/21-5. Cutting ditches.  
South 3-78-21-5 North 34-77-21-5. Grading and levelling road.  
North 19-78-20-5. Grubbing and brushing.  
North from Falher. Grading road.  
12-28-19-4 to 8-28-18-4. Grading and building culverts.  
Road to Dorothy Ferry. Improvement of road.  
West 13/24-28-17-4. Grading road.  
North 9 to 12-27-16-4. Improvement of road.  
Township 28-18-4. Culverts and repairs to road.  
34/35-27-18-4. Repairs and culverts and grading.  
36/1-27/28-18-4. Culverts and grading.  
33/34-55-10-5. Clearing and grubbing.  
North-west from Ravine. Grading road.  
South from Keston Station. Improving road.  
31/32, 30/29-53-10-5. Clearing and grading road.  
25/30-54-9/10-5. Opening road.  
West 31-58-10-5. Grading road.  
East from Whitecourt. Improving road.  
South from Whitecourt 25/26-59-13-5. General repairs to road.  
South from Lonira. Ditching and clearing.



Through 34-58-10-5. Opening up road.  
South Tp. 57-11/12-5. Grading road.  
East Tp. 59-7-5. Improving road.  
3/4-9/10-59-10-5. Repairs to road.  
North from Lonira School. Grading and fixing road.  
North from Lonira. Improvement of road.  
South-west from Blue Ridge 14/15-59-10-5. General repairs to road.  
11/12-50-6-5. Improvement of road.  
South 50-4-5. Grading and repairs to road.  
East 3/15-49-5-5, 34/35-48-5-5. Grading and improving road.  
14/15-48-4-5. Clearing road.  
6/7-49-5-5. Opening road.  
South 49-4-5. Grading and clearing road.  
15/11-50-6-5. Improving road.  
East 28-8-21-4 East 6 to 33-9-21-4. Grading road.  
South from Lethbridge. Improving road.  
East 7, 18, 19-9-21-4. General repairs to road.  
30/31-9-21-4. Grading road.  
South 4, 5, 6-8-21-4. Clearing and repairing road.  
South 16, 17-9-21-4. Grading road.  
East 30/31-10-21-4. Improving road.  
South 28, 29, 30-9-22-4. Grading road.  
West 1-2-10-22-4. Repairs to road.  
East 21, 28-33-8-22-4. Fresno work, railing fill.  
South 4, 9-22-4. Putting road in shape.  
West 21 to 33-9-22-4. Clearing road.  
South 4, 5, 6-10-22-4. Improving road.  
West 29 and 32-9-22-4. Putting road in shape.  
East 10-22-4. Culverts and repairs.  
West 30-12-21-4. Culverts and repairs.  
28-33-21-4. Repairing culverts.  
7/18-13-21-4. Grading road.  
31/32-12-21-4. Improving road.  
3-11-21-4. Grading road.  
West 6-17-20-4. Repairing road.  
West 2-11-17-19-4. Grading.  
South 13, 14-17-19-4. Improving road.  
15/16-21/22-17-19-4. Repairs to road.  
South 4, 5-17-19-4. Grading road.  
West 3 to 34-10-22-4. Raising grade in low places.  
30-10-24-4. Grading road.  
7/8-10-23-4. Improving road.  
1/2-9-27-4. Improving road.  
9 and between 16/21-1-2-4. Culverts and repairs.  
North 9, 10-1-2-4. Grading road.  
East 10-1-2-4. Improving road.  
East 18-1-1-4. Grading road.  
East of Comrey. Grading bank and picking rocks.  
South from Seven Persons. Culverts and repairs.  
East 28-33-3-6-5. Repairs to culverts.  
East 28-1-4-4. Improvement of road.  
North 22-1-4-4. Culverts.  
North 22-2-6-4. Improving road.  
East 22-26-4 and West 22-6-4. Repairs to culverts.  
East 36-3-6-4. Culverts.  
North 19 to 24-3-7/8-4. Culverts.  
North 7 to 12-3-8-4. Constructing culverts.  
East 24-3-8-4 East 9-3-8-4. Improving road.  
East 24-3-8-4. Grading and repairing road.  
East 23-3-8-4. Improving road.  
East 16-3-7-4. Grading road.  
East 8-3-8-4. Opening road.  
West 27-3-9-4. Improving road.  
West 25-3-9-4. Grading road.  
West 32-3-9-4. Grading road.  
West 28-2-10-4. Culvert construction.  
East 28-1-10-4. Culverts.  
North 6-1-10-4. Repairing culverts.

14-1-10-4. Improving road.  
 8-1-10-4. Constructing culverts.  
 East 22-3-10-4. Grading road.  
 East 6-2-10-4. Grading.  
 North 23-3-10-4. Improving road.  
 West 24 to 36-3-10-4. Grading.  
 West 32-3-10-4. Improving road.  
 25/26-35/36-3-12-4. Grading.  
 Township 4/5/6-1-4. Improving road.  
 North-east 35-5-6-4. Culverts and grading.  
 Manyberries to North of Tp. 6 West 30, 31-5-6-4. Repairs to culverts.  
 North 10, 11, 12-6-5-4. Grading culverts.  
 21/22-4, 6-4 East 21, 28-6-6-4. Culvert repairs.  
 North 10, 11-6-6-4 North 7-6-5-4. Culvert repairs.  
 East 13, 24-6-6-4. Grading and culverts.  
 North 31, 32-3-5-4, 6-4-5-4. Culverts and grading.  
 1 to 6-6-6-4. Improvements to road.  
 East 17-20-5-6-4. Grading road.  
 East Tp. 5-6-4. Improvement of road.  
 West 31-9-3-4. Clearing and grading.  
 East 8-7-2-4. Culverts and grading.  
 North Tp. 9-2 and 3-4. Grading.  
 North 32, 33-9-1-4. Improvement of road.  
 West 22-9-1-4. Grading.  
 North 13, 14-9-1-4. Grading.  
 South 26 to 27-7-3-4, South 28, 29-7-2-4. Culverts, repairs to road.  
 South 14-7-3-4 and South 18-7-2-4. Repairing culverts.  
 East 26-7-3-4 and East 24-9-3-4. Culvert, repairs to road.  
 East 26, 3, 5-7-3-4. Culvert repairing and grading.  
 Elkwater Lake to Eagle Hills. Grading and fixing road.  
 North 31-7-2-4. Repairing road.  
 Medicine Hat to Eagle Butte. Improvement to road.  
 North 19-9-2-4, South 28-9-2-4. Culverts and repairs.  
 West 11-5-1-4. Grading.  
 2/3-10/11-14/15-9-1-4. Improvement of road.  
 Walsh to Graburn. Grading and culverts.  
 East 29-9-2-4. Culverts and fixing road.  
 Medicine Hat to Josephburg and Summit Cypress Hills. Improvement  
 of road.  
 South 7-3-4. Grading road.  
 East 22-9-3-4. Culverts and repairs to road.  
 South of Seven Persons. Improvement of road.  
 East 26-9-6-4, North-east 13-7-6-4. Culverts and repairs.  
 North 11, 12-9-4-4. Grading and culverts.  
 From 14-8-4-4 North. Culverts.  
 East 26-9-4-4. Grading.  
 East 10 to 34-9-4-4. Improving road.  
 East of South-east 17-7-6-4. Culverts.  
 North 36-9-5-4. Grading of road.  
 22/23-8-9-4. Improving road.  
 East 2 to 35-10-9-4. Culverts and repairs to road.  
 North Tp. 7-7-4. Culverts.  
 East 29-9-9-4. Putting in culvert.  
 5/6-8-9-4. Grading road.  
 25/26-8-7-4. Improving road.  
 North 21-9-9-4. Grading road.  
 North 21-9-9-4. Improving road.  
 East 18-9-9-4. Repairs to road.  
 South-west 13-9-7-4. Clearing road.  
 South 22 to 24-8-8-4. Improving road.  
 West 15-8-8-4. Grading and fixing road.  
 9/16-8-8-4. Repairs to road.  
 West 21 and 28-9-8-4. Improvement of road.  
 West 31-9-8-4. Grading road.  
 South 5-9-9-4. Repairing road.  
 West 6-9-9-4. Grading.  
 West 6-10-3-4. Culverts.  
 Irvine to South-east 6-10-3-4. Repairing culverts.



East 13-24-25-36-12-3-4. Culverts.  
 Irvine to South-east 4-10-3-4. Placing culverts.  
 East 25 and 36-12-4-4. Grading road.  
 Porter Hill Road. Grading road.  
 East 3-10-2-4 and East 34-10-3-4. Improving road.  
 North-west 11-10-1-4. Grading road.  
 North 10-10-2-4. Clearing and grading.  
 North 10-10-2-4. Improvement of road.  
 9/10-12-3-4. Grading road.  
 North 8, 9-12-2-4. Grading road.  
 East 1-10-3-4. Culverts and repairs to road.  
 East 30-12-2-4. Putting in culverts.  
 North 31, 32-9-2-4. Culverts.  
 East 29-32-10-3-4. Grading and culverts.  
 North 22-10-2-4, North-east 19-10-3-4. Grading.  
 South 2-11-2-4. Clearing and fixing road.  
 East 26-10-2-4. Improving road.  
 North 7-10-3-4. Grading road.  
 East 22-10-3-4. Improving road.  
 North 34-10-3-4. Grading road.  
 1-10-1-4. Clearing road.  
 West 9 and 21-11-8-4. Grading road.  
 North 8-11-9-4, North 7-11-7-4. Culverts.  
 North of Winnifred. Placing culverts.  
 South of Winnifred East 6, 7-11-9-4. Culverts and grading.  
 14-7-9-4 North. Grading road.  
 North 20-10-7-4. Improving road.  
 East 19-10-7-4. Grading road.  
 East 20-29-10-7-4. Grading road.  
 11-12-8-4. Culverts and repairs.  
 33/34-11-8-4. Grading and repairs.  
 East 34-11-8-4 East 3-12-8-4. Improvement of road.  
 North 19, 20-11-7-4. Grading slough.  
 33/34-11-9-4. Improvement of road.  
 North 12-10-7-4. Grading road.  
 East 7 and 18-11-8-4, West 29-10-8-4. Repairing road.  
 10-12-8-4, West 3-12-8-4. Improvement of road.  
 East Tp. 11-8-4. Culverts and grading.  
 West 17-11-7-4. Grading road.  
 West 16 to 33-10-9-4. Culverts and grading.  
 North 8-10-9-4. Grading road.  
 36-11-7-4. Clearing road.  
 Nanton to Muirhead. Improvement of road.  
 Nanton McEwan Trail. Culverts and repairs.  
 13/14-14-29-4. Improvement of road.  
 12/13-14-29-4. Culverts and grading.  
 23/24-24/25-15-1-5. Culverts.  
 West 20-15-29-4. Grading road.  
 Ferry Landing at Bezanson. Grading road.  
 Smoky River to Hay Camp Lake. Improvement of road.  
 9-10-71-6-6. Clearing and grubbing.  
 In West 72-10-6. Ditching, sloughs and grading.  
 West 6 to 19-71-9-6. Improvement of road.  
 14/15-22/23-71-10-6. Clearing and grading.  
 23/26-71-10-6. Grading road.  
 North 31-70-10-6. Grading road.  
 South 74-6/7-6. Grading and cutting brush.  
 Retlaw to Swan Lake. Grading and culverts.  
 From Valhalla East. Grading and slush scraping.  
 North 33, 35-73-6-6 and 2/3-74-8-6.  
 East 1, 12-74-8-6. Improving road.  
 In 4-72-10-6. Improving road.  
 West 22-78-22-5. Grading.  
 North 15-22-78-22-5. Improving road.  
 79-22-5. Clearing road.  
 13/14-78-22-5. Grading road.  
 10/15-78-22-5. Grading and clearing road.  
 East 1 and 12-78-22-5. Improving road.

South-east of Rahab. Grading and levelling road.  
 South-west 17-81-19-5. Scraping and clearing.  
 16/17-81-19-5, West 16-81-19-5. Improving road.  
 Beauty Prairie Trail. Grading road.  
 South-west 18, North-west 31-82-21-5. Improving road.  
 Through Judah Settlement. Grading road.  
 4-78-3-6. Grading road.  
 East 4, 9, 16-78-2-6. Improving road.  
 Blueberry to Spirit River. Grading road.  
 Beauty Prairie Trail. Improving road.  
 Between 15/16-83-20-5. Grading road.  
 Between 2/34-82/83-25-5. Improving road.  
 North 1 to 3-84-25-5. Clearing and grading road.  
 North 13, 14-84-25-5. Grading road.  
 West 20-83-25-5. Improving road.  
 Bear Indian Reserve 152 to Island Lake. Grading road.  
 20-85-23-5. Grading road.  
 Between 2/35-83/84-26-5. Clearing and grading road.  
 3-84-25-5. Improving road.  
 North 13, 14-61-1-5. Grading road.  
 33/34-60-2-5. Improving road.  
 20/21-28/29-60-2-5. Grading road.  
 16/17-60-2-5. Clearing and repairing road.  
 Through 6-60-1-5, West 6, 7, 18, 19-61-1-5. Improvement of road.  
 West 28-60-1-5. Grading road.  
 North 22-60-3-5. Improving road.  
 North 24-61-2-5. Grading road.  
 West 1-60-1-5. Grading road.  
 East 3 and 10-60-2-5. Improving road.  
 32/33-28/29-59-3-5. Grading road.  
 Township 59-3/4-5. Clearing and grubbing.  
 64-1-5. Cutting approaches to ferry.  
 24/25-64-1-5. Improving road.  
 West 23-63-72-4. Grading and clearing.  
 20/21-64-1-5. Improvement of road.  
 11/14-64-1-5. Clearing and grading road.  
 North 23-63-27-4. Filling and improving road.  
 1/2-71-1-5. Improving road.  
 From South-east 1-13-3-4 to North-east 34-14-2-4. Clearing road.  
 South 1, 2-13-5-4 and South 6 and East 6, 7-13-4-4. Culverts and repair-  
 ing road.  
 10-13-14-3-4. Grading road.  
 6 to 33-14-3-4. Improvement of road.  
 Medicine Hat to Hilda. Grading road.  
 West 32-13-2-4. Culverts and grading.  
 North 21 to 24-14-3-4. Grading and culverts.  
 East 11, 14-13-5-4. Improvement of road.  
 3, 10-15-13-5-4. Clearing road.  
 8, 14-1-4. Grading road.  
 South 13-13-2-4 and 10-13-3-4. Improvement of road.  
 South Tp. 13-2/3-4 and East 2 to 35-13-2-4. Grading road.  
 Medicine Hat to Hilda. Culverts and repairs.  
 East 25-13-4-4. Culverts and repairs.  
 North 32-14-4-4 and 34-14-3-4. Grading road.  
 1/6-14-2-4. Improving road.  
 West 23-13-4-4. Grading road.  
 East 14-13-4-4. Grading slough and raising grade.  
 North 35-13-4-4. Improving road.  
 East 1 to 36-15/16/17-9-4. Grading road.  
 North 35-14-6-4. Improving road.  
 East 15, 22-14-6-4. Culverts and grading.  
 Redcliff North to South-east 5-14-6-4, West 16 to 33-13-6-4. Grading.  
 North 34-13-6-4, North 35-13-8-4, North 33, 34-13-6-4. Improving road.  
 From South-east 27-13-6-4 to South-east 14-15-6-4. Grading road and  
 placing culverts.  
 From North-east 24-13-7-4 to South-east 24-14-7-4. Culverts.  
 Redcliff to 22-13-7-4. Grading road.  
 North 7-17-18-4. Improving road.



East 12-17-9-4. Fixing road.  
 North 8, 9-13-8-4. Repairing road.  
 29/30-13-6-4. Grading road.  
 1, 2-35/36-15-8-4. Filling and grading sloughs.  
 19/30-15-8-4. Grading road.  
 West 3 and 10-13-8-4, West 10-14-8-4. Improving road.  
 North 12-13-8/7-4. Grading road.  
 North 8-14-8-4. Grading road.  
 West 21-14-7-4. Improving road.  
 West 29 to 30-13/14-7-4. Grading sloughs.  
 West 25 and 36-13-8-4. Grading road.  
 West 12-16-7-4. Improvement of road.  
 West 2 and 14-16-7-4. Grading road.  
 West 22-15-7-4. Grading road.  
 West 32-15-7-4. Opening road.  
 12/13-13-12-4. Improvement of road.  
 Medicine Hat to Hilda. Culverts and repairs to road.  
 Porter's Hill Road. Grading road.  
 24-15-2-4. Improving road.  
 From 9-16-2-4 East to Meridian Line. Grading road.  
 From 9-15-2-4 to 28-16-2-4. Improving road.  
 Vale to Rose Glen East 9-16-16-3-4. Culverts and repairs to road.  
 North 34-15-3-4. Culverts and grading road.  
 East 2-15-3-4 to 1-24-15-3-4. Grading road.  
 North 12-15-3-4 and North 8, 7-15-2-4. Culverts.  
 Medicine Hat to Hilda. Culverts and repairs to road.  
 In Tps. 13-14-2-4. Dragging road and filling slough.  
 North 7 to 9-16-3-4. Culverts and repairs to road.  
 East 15-22-15-3-4. Repairs and culverts.  
 West 20-16-1-4. Grading road.  
 West 14, 23-16-1-4. Improving road.  
 North 34-14-3-4. Grading road.  
 Through Twps. 15 to 18. Grading road.  
 East Twps. 16, 17-7-4. Repairing road.  
 North 14 to 18-17-7-4. Culverts and repairs.  
 From South-east 1-18-8-4 to South-east 6-18-6-4. Culverts and repairs.  
 North 7-16-7-4. Grading road.  
 West 3-16-6-4. Improving road.  
 East 26-19-1-4. Grading road.  
 From 3-17-1-4 North 5 miles East 22-27-34-18-5-4. Grading road.  
 East 30-17-1-4, East 18-10-1-4. Repairs to road.  
 East 16-17-1-4. Grading road.  
 East 2-11-17-1-4 East 14 to 35-20-1-4. Culverts and grading road.  
 On 22-17-1-4, 23/24-17-1-4. Culverts and grading road.  
 From 12-17-2-4 East 6 miles. Culverts and grading.  
 East 13-18-2-4. Grading road.  
 North 13 to 16-20-1-4. Improving road.  
 South Tp. 20-1-4. Grading road.  
 North 21 to 24-18-2-4. Culverts and repairs.  
 North 7 to 12-18-1/2-4. Repairs and culvert repairing.  
 East 14 and 23-18-2-4. Grading road.  
 East 5 to 32-18-1-4. Repairs to road.  
 East 2 to 35-17/18-3-4. Culverts and repairs to road.  
 North 36-18-3-4. Culverts and improvements.  
 Through Tp. 19-20. Repairing road.  
 North 24-20-4-4, North 32/33-20-5-4, North 33/34-20-4-5. Culvert repairs.  
 On 6, 7-21-5-4 and 32-20-5-4. Repairs to culverts.  
 North 7, 8, 9-21-5-4. Putting culverts.  
 Atlee to Buffalo and East, North 19-30-21-4-5. Culverts.  
 From South-east 1-20-5-4 north to Railway. Grading and culverts.  
 North 10 to 12-20-5-4. Culverts.  
 From North-east 21-21-5-4 to North-east 4-19-5-4. Culverts and grading.  
 North Tp. 19-5-4. Grading road.  
 East 4-21-4-4. Improvement to road.  
 8-21-4-4. Grading road.  
 6-22-5-4. Approaches to ferry.  
 East 17-20-25-5-4. Grading road.  
 From 25-20-2-4 West. Improving road.

East 30, 31-20-2-4, East 25-21-3-4. Grading road.  
East 29-32-20-2-4, East 5-21-2-4. Improving road.  
Empress to Bindloss. Culverts and grading road.  
North 15 to 17-22-2-4. Levelling road.  
North 27, 28-22-1-4, North 25-22-2-4. Culverts and grading road.  
East 3-23-1-4. Improving road.  
North 20, 21-21-2-4. Grading road.  
East 7, 18-22-2-4. Improving road.  
North 9-21-2-4. Levelling road.  
East 4 to 33-21-2-4, 4 to 21-21-2-4. Culvert and repairs.  
East 10-21-2-4. Grading road.  
East Tp. 20, 21, 22-2-4. Improving road.  
East 35-20-2-4 and East 2-21-2-4. Grading and fixing road.  
East 30-22-1-4. Filling and grading road.  
North 33 and 34-20-4-4. Repairs to culvert.  
East 28-22-1-4. Grading road.  
South 3, 4, 5-38-8-5, Through 35, 36, 37-8-5. Grading repairs to road.  
31/36-37-4/5-4. Improving road.  
8/9-16/17-38-4-4. Grading road.  
6/7-5/8-38-4-4. Improving road.  
East 36-37-4-4. Repairs to road.  
21/20-37-6-4. Culverts and repairs to road.  
21/28-37-6-4. Filling and grading road.  
37/36-37-4-4. Grading road.  
In 17 and 20-29-7-3-5. Improving road.  
North 12-7-3-4. Grading and filling.  
Township 23-5-5.  
4, 5, 6-55-2-4; 36, 31-54-1/2-4. Grading and repairs.  
Across Indian Reserve 121 Tp. 56-2-4. Improving road.  
Frog Lake to Lea Park. Filling and improving road.  
North 23/24-54-3-4. Repairing road.  
West 2-55-2-4 and 15-55-2-4. Grading road.  
West 1-55-2-4. Repairs to road.  
West 6-55-1-4. Improving road.  
Township 55-1/2-4. Grading and repairs to road.  
1-55-2-4. Grading and clearing road.  
15-62-2-4. Improving road.  
10-62-2-4. Grading road.  
5/6-62-4-4. Culverts and grading.  
10-62-2-4. Grading and repairs.  
3/10-62-5-4. Improving road.  
E. 10-63-1-4. Grading and improving road.  
W. 13-63-2-4. Clearing and grading road.  
22-27-63-2-4. Grading road.  
Entwistle to Rocky Rapids. Improving road.  
Bet. 17/18-19/20-61-19-4. Corduroy and culverts.  
5/8-61-19-4. Grading and repairs.  
Between. 15/16-6-20-4. Repairs to road.  
West 17 to 32-6-20-4. Grading road.  
North 9 to 12-6-20-4 and North 7-8-6-19-4. Filling and repairs road.  
In Township 6-20/21-4. Improving road.  
E. 24-21-4. Grading and repairing road.  
East 30, 31-6-19-4. Improving road.  
West 4-9-6-19-4. Repairs road.  
West 15, 22-6-19-4. Grading road.  
North Township 6-19-4. Repairs.  
North 20 to 24-6-20-4. Filling and grading.  
North 19-6-19-4. Improving road.  
West 14 and 23-6-20-4. Grading road.  
West 13 and 24-6-20-4. Improving road.  
West 4, 9, 16-6-21-4. Grading and clearing road.  
West 2 to 14-6-22-4. Levelling and grading road.  
On 6 and 7-9-18-4. Improving road.  
7-10-16-4. Grading road.  
South Township 10-17/18-4. Culverts and repairs to road.  
West 30, 31-9-18-4 and West 6 to 31-10-18-4. Improving road.  
East 3-10-9-18-4. Grading.  
6-10-17-4. Improving road.



South 26-8-17-4. Culverts and repairs.  
 East 27, 34-8-17-4. Culverts and repairs.  
 South Township 7-16-17-8-4. Improving road.  
 East 21-28-33-9-17-4. Grading road.  
 East 5 to 29-9-17-4. West 4 to 28-9-17-4. Improving road.  
 East 18, 19, 31, 30-9-17-4. Fixing and repairing road.  
 East 11 to 35-8-16-4. Culvert and repairs to road.  
 South 25 to 28-9-16-4. Grading road.  
 South 25 to 28-9-16-4. Improving road.  
 East 28-9-16-4. Grading road.  
 East 14-9-17-4. Culverts and repairs.  
 East 27-9-16-4. Improving road.  
 East 29-9-16-4. Grading road.  
 South 1-9-17-4. Fixing road.  
 Coaldale West 7 miles. Improving road.  
 Coaldale to Bridge over Belly River. Grading and repairs road.  
 West 31-9-20-4. East 1-12-10-21-4 and 25-9-21-4. Grading and repairs road.  
 North 23, 24-8-21-4 and North 19 to 22-8-20-4. Improving road.  
 East 34-9-21-4. Fixing up road.  
 East 16, 21, 28-7-20-4. Repairs to road.  
 East 26-9-21-4. Improving road.  
 South 17, 18-8-20-4. Grading road.  
 South 15 to 18-10-20-4. Fixing up bad places in road.  
 South 2-10-21-4. Culverts and repairs.  
 North 33 to 36-8-19-4. Grading road.  
 East 32-9-19-4 and West 33-8-19-4. Improving road.  
 East 17-20-8-20-4. Grading road.  
 East 7-10-19-4 and 19-9-19-4. Improving road.  
 East 11-10-20-4. Repairing road.  
 South 27 to 30-9-19-4. Grading road.  
 West 14 and 23-8-21-4. Improving road.  
 4/5-7-19-4. Repairs to road.  
 East Township 8-20-4. East 1, 12-9-20-4. Grading.  
 East 28, 33-9-20-4. East 9-9-20-4. Culverts and grading road.  
 East 6, 7-9-20-4. Improvement of road.  
 North 33 to 36-7-20-4. Grading road.  
 West 7-8-20-4. Fixing road.  
 West 4 and 35-7-20-4. Repairing road.  
 11/14-7-19-4. Improving road.  
 North 35-10-21-4. Grading road.  
 East 3 to 34, Township 13/14-19-4. Improving road.  
 West 1-11-20-4 to W. 31-12-19-4. Repairing, grading road.  
 East 6, 7-13-19-4. Improving road.  
 South Township 13-19-4. Grading road.  
 South Township 13-19-4. Improving road.  
 East 35-13-19-4. Grading and clearing road.  
 North 36-13-19-4. Fixing and repairs to road.  
 North 19, 24-11-20-4. Improving road.  
 North 8 to 11-11-19-4. Grading road.  
 East 4 to 33-13-19-4. Grading road.  
 East 30, 31-11-19-4. 7, 18-19-12-19-4. Culverts and repairs.  
 North 10-11-20-4. North 7 to 11-20-4. Fixing and repairs to road.  
 North 31, 32-11-19-4. Culverts and repairs to road.  
 North 36-11-20-4. Grading road.  
 North 7-12-19-4. Improving road.  
 South 5 and 6-11-19-4. North 34, 35-10-20-4. Levelling and grading road.  
 11/13-14-20-4. Grading road.  
 East 17-11-19-4. East 8-12-10-4. Improving road.  
 West 3 to 22-11-20-4. Grading and repairing road.  
 South 16-13-19-4. Improving road.  
 South 16 to 18-14-15-4. Culverts and repairs to road.  
 South 5 and 6-14-15-4. Grading and repairs.  
 South 28, 29-16-18-4. Improvement of road.  
 East 5 and 8-14-18-4. West 3 to 34-16-18-4. Grading road.  
 East 29 and 32-16-18-4. Fixing and repairs.  
 East 2, 11-14-16-4. Grading road.  
 East 31-14-18-4. Improving road.  
 South 14 to 14-14-18-4. Grading road.  
 East 14-14-18-4. Fixing road.

South 13 to 18-14-16-4. Levelling and repairs to road.  
 North 7 to 9-15-18-4. Culverts and repairs to road.  
 East 34-14-16-4. Improving road.  
 17-14-18-4. Grading road.  
 West 6-14-18-4. Improving road.  
 East of 12-17-17-4. Grading road.  
 West 4 to 33-17-18-4. Improving road.  
 East 1 and 12-17-19-4 and West 18 to 31-17-18-4. Levelling and grading.  
 South 18-17-18-4. Grading road.  
 South 1 to 3-17-18-4. Fixing road.  
 East 14 to 23-17-18-4. East 23-17-18-4. Repairs to road.  
 West 3 and 10-17-18-4. Grading and repairs.  
 South Township 17-17-4. Improving road.  
 North 21-3-11-4. Grading road.  
 34/35-3-12-4. Improving road.  
 35/36-25/25-3-12-4. Improving road.  
 North 19-3-12-4. Fixing road.  
 East 3 to 34-3-11-4. Repairs to road.  
 West 3 and 15-3-12-4. Culverts and repairs to road.  
 28/29-3-12-4. Improving road.  
 North 25 to 30-2-13/14-4. Culverts, fixing up bad places.  
 North 19 to 24-2-13-4 and North 21 to 24-2-14-4. Grading road.  
 North 7 to 12-2-15-4. Culverts and repairs.  
 North 7 to 12-1-14-4. Culverts and grading road.  
 West 9-12-13-4. Improvement of road.  
 North 31 to 36-1-14-4. Culverts and repairs.  
 East 24-25-1-14-4. Culverts and repairs to road.  
 East 13 and 24-2-15-4. Grading road.  
 East 25 and 26-2-16-4. Improving road.  
 South 1 to 6-1-14-4. Culverts and repairs.  
 North 22 to 24-3-13-4. Grading road.  
 35/36-1-14-4. Culverts and repairs.  
 West 26-35-3-13-4. Improving road.  
 28/29-2-15-4. Culvert repairing.  
 South 26-2-16-4. Culverts and grading.  
 West 25-36-3-17-4. Improving road.  
 West 25 and 36-1-17-4. Grading road.  
 North 3-11-1-17-4. Grading and repairs to road.  
 North 34 to 36-2-16-4. Improving road.  
 14/15-3-17-4. Culverts and repairs.  
 11-5-14-4. Fixing up road.  
 South 1 to 6-4-15-4. Repairs to road.  
 West 26 and 35-6-14-4. Grading and repairs to road.  
 North 7 to 12-4-14/15-4. Grading and repairs to road.  
 North 23-24-6-14-4 and North 19 to 24-6-13-4. Improving road.  
 Knob Hill to Minnehik Clearing, brushing and filling road.

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#### FERRIES, 1921

The total number of ferries operated by this Department in 1921 was 65.

There were three ferries located at points where the traffic was so light that it did not warrant the employment of an operator. These ferries were maintained by the Department so that the people could operate them for their own convenience.

These were as follows:

Over Old Man River north of Purple Springs.  
 Over Old Man River north of Grassy Lake.  
 Over Pembina River at Pembina.

making 68 Government-owned ferries in the Province.



New ferries were built and installed at the following locations:

Over narrows of Sandy Lake.  
 Over North Saskatchewan south of Warspite.  
 Over Pembina River south of Fawcett.  
 Over North Saskatchewan River on 4th Meridian.  
 Over Smoky River north of Bezanson.

New scows were built in connection with the following ferries:

Over Lac Ste. Anne at the narrows.  
 Over Red Deer River north of Buffalo.  
 Over Pembina River at Matthews Crossing.  
 Over Peace River at Dunvegan.  
 Over North Saskatchewan at Rocky Mountain House.

#### COMPLETE LIST OF FERRIES OPERATING, 1921

Over Red Deer River at Prince's Ranch.  
 Over North Saskatchewan River at St. Paul.  
 Over North Saskatchewan River east of Whitford.  
 Over Athabasca River at Holmes Crossing.  
 Over Bow River south of Cluny.  
 Over Red Deer River at Dorothy.  
 Over North Saskatchewan River at Victoria.  
 Over North Saskatchewan River at 4th Meridian.  
 Over Athabasca River at Athabasca.  
 Over North Saskatchewan River at Shandro.  
 Over Pembina River at Wild Horse.  
 Over North Saskatchewan at Hopkins Crossing.  
 Over Red Deer River at Fieldholm.  
 Over North Saskatchewan at Rocky Mountain House.  
 Over Peace River at Peace River Crossing.  
 Over Lac Ste. Anne at the narrows.  
 Over North Saskatchewan River north of Kitscoty.  
 Over North Saskatchewan River north of Lamont.  
 Over Pembina River at Wright's Crossing.  
 Over Saskatchewan River at Lamara's Crossing.  
 Over Peace River at Dunvegan.  
 Over South Saskatchewan River at Bow Island.  
 Over North Saskatchewan River, north of Mannville.  
 Over North Saskatchewan River at Fraser's Landing.  
 Over Pembina River at Entwistle.  
 Over Red Deer River at Steeveville.  
 Over Smoky River at Bezanson.  
 Over Bow River at Riverbow.  
 Over Bow River at Rocky Buttes.  
 Over Red Deer River west of Munson.  
 Over North Saskatchewan River south of Tomahawk.  
 Over Red Deer River at Finnegan's Crossing.  
 Over Pembina River at Mathew's Crossing.  
 Over North Saskatchewan River at Mooswa.  
 Over Pembina River at Lunford.  
 Over Macleod River at Whitecourt.  
 Over South Saskatchewan River west of Iddesleigh.  
 Over North Saskatchewan River north of Bruderheim.  
 Over Pembina River at Manola.  
 Over Macleod River north of Peers.  
 Over Red Deer River north of Jenner.  
 Over Red Deer River at Gregory's Ford.  
 Over North Saskatchewan River at Elk Point.  
 Over Pembina River north of Sangudo.  
 Over Red Deer River west of Morrin.  
 Over Narrows of Sandy Lake.  
 Over Pembina River west of Eunice.  
 Over Athabasca River at Mirror Landing.  
 Over Pembina River south of Fawcett.  
 Over Old Man River north of Chin.  
 Over Athabasca River north of Greencourt.

Over Macleod River at Mahaska.  
Over Red Deer River north of Paveras.  
Over Red Deer River north of Atlee.  
Over North Saskatchewan River at Forbesville.  
Over South Saskatchewan River at 4th Meridian.  
Over Macleod River north of Rosevear.  
Over North Saskatchewan River south of Warspite.  
Over Big Smoky River near the mouth of Wapiti River.  
Over Red Deer River north of Buffalo.  
Over Peace River at Fort Vermilion (two ferries).  
Over Saskatchewan River at Heinsburg.  
Over Red Deer River below Rosedale.  
Over Red Deer River at Niddrie's Crossing.  
Over Bow River southeast of Riverbow.



## SURVEYS BRANCH

EDMONTON, Jan. 22, 1922.

THE DEPUTY MINISTER,  
*Department of Public Works,*  
 Edmonton, Alberta.

SIR:—I have the honour to submit herewith the following report as to the activities of the Surveys Branch for the year 1921.

Although one party less was engaged in field work during the year 1921, a fair average season's work was accomplished.

The number of plans submitted on behalf of Municipal Districts for approval have been very considerable and entail much additional work upon the existing staff, and, if the present practice is continued this feature of the work shows every prospect of further expansion.

The number of townsite plans submitted, continue about the average.

Progress upon the Alberta and British Columbia boundary survey has been satisfactory.

Appended to this report is a summary of the work of this branch during the year 1921, as also the several reports of the district surveyors and engineers.

I have the honour to be, Sir,

Your obedient servant,

A. P. C. BELYEA,

*Director of Surveys.*

## SUMMARY.

Surveys required and brought forward from 1920 .....	905
Surveys asked for during 1921 .....	477
Surveys made during 1921 .....	477
Surveys carried over to 1922 schedule .....	738
Surveys made without instructions (included in the above figures) .....	72
Miscellaneous examinations made during the season .....	56
Surveys cancelled during 1921 .....	111
Plans submitted and examined on behalf of M. D.'s .....	256
Titles issued to roadways surveyed by M. D.'s .....	105
Plans prepared and filed in the Land Titles Office .....	362
Certificates of Title received for roads .....	330
Certificates of Title received for lands given for public purposes under Departmental regulations as to subdivisions .....	16
Certificates of Title of Public Building Sites .....	7
Certificates of Title received for land other than surveyed roads (area cut-off by surveyed roads) .....	2
Transfers issued covering roads no longer required .....	227
Number of plans of subdivisions approved during 1921 .....	44

## LEASES OF ROAD ALLOWANCES.

Number of new applications to lease road allowances .....	97
Number of new applications granted .....	41
Number of leases granted during the year (including free leases issued as compensation for surveyed roads) .....	300

## EXPENDITURE OF SURVEYS BRANCH FOR THE YEAR 1921.

General expenses of Surveys .....	\$64,195.55
Alberta and B.C. Boundary Survey .....	2,535.70
Compensation for surveyed roads .....	6,159.24
Land Titles Office Fees .....	4,463.15
Survey Posts .....	773.51
Sundries .....	3,948.45
Total .....	<u>\$82,075.60</u>

## INCOME FOR SURVEYS BRANCH FOR THE YEAR 1921.

Fees received in respect of plans of subdivisions submitted.....	\$ 4,061.00
Rental from road allowance leases .....	572.50
Fees received from M. D.'s in respect of surveyed Roads.....	} 4,230.93
Sundry Fees from sale of Maps, Diagrams, Blue Prints, etc.....	
Total .....	<u>\$8,864.43</u>

LETHBRIDGE, Dec. 6, 1921.

A. P. C. BELYEA, ESQ.,  
*Director of Surveys,*  
 Edmonton, Alberta.

SIR:—I have the honour to submit herewith the following report in connection with Surveys performed during the season of 1921 in the Lethbridge District.

The work is classified under New Roads, changes in existing surveys, Road Diversions, Miscellaneous Surveys and Examinations.

After organization of the party, work was commenced on May 19th, from Lethbridge. After completion of two new roads a move was made to Castle River, west of Pincher Station. Working in this foothill territory all surveys were completed that were ready at that time. From this district a move was made to Claresholm, thence through Vulcan, Lomond, Vauxhall, Travers, Purple Springs, Skiff, Milk River, Warner, Stirling, Kimbal and Mountain View. An endeavour was continually made to complete all work in the territory covered. However some work in the district west of Nanton was not done because extensive examinations were required prior to survey, and these were not made until the party was in the Purple Springs district.



Winter weather necessitated the closing of survey operations at Mountain View on November 16th, when the outfit was brought to Lethbridge and the party disbanded on the following day.

The season was quite favourable for carrying on survey work and the use of a motor truck and car greatly facilitated the work.

During the season field plans and reports on all work done were submitted.

Final plans and office records are now being prepared.

All of which is respectfully submitted.

Your obedient servant,

HOMER P. KEITH,

*District Surveyor and Engineer.*

#### NEW ROADS

File No.	Survey No.	Description
22930-B	861-17	New road in Secs. 18, 19, Tp. 1-12-4.
24874	459-18	New road in Secs. 32, Tp. 5-15-4, 5, Tp. 6-15-4.
25144	631-18	New road in Secs. 16, Tp. 18-26-4.
25392	21-19	New road in Secs. 2 to 24, Tp. 10-1-5.
25910	550-19	New road in Secs. 5, 8, Tp. 17-24-4.
26381	229-20	New road in Secs. 1, Tp. 15-16-4.
26378	299-20	New road in Secs. 4 to 9, Tp. 12-28-4.
26585	14-21	New road in Secs. 14, Tp. 11-15-4.
26712	83-21	New road in Secs. 33, Tp. 9-21-4.
26713	87-21	New road in Secs. 12, 1, Tp. 8-22-4 and 7, Tp. 8-21-4.
26760	133-21	New road in Secs. 22, Tp. 12-28-4.
26902	264-21	New road in Secs. 7, Tp. 15-21-4.
26611	265-21	New road in Secs. 20, 29, Tp. 10-16-4.
25613	318-21	New road in Secs. 1 to 5, Tp. 1-17-4.
26977	342-21	New road in Secs. 22, Tp. 2-16-4.
25940	377-21	New road in Secs. 29, 32, Tp. 6-12-4.
26582		New road in Secs. 13, 12, Tp. 7-14-4.
27078	420-21	New road in Secs. 34, 35, Tp. 1-23-4 and 31, Tp. 1-22-4.

#### CHANGES IN EXISTING SURVEYS

File No.	Survey No.	Description
18848	81-11	Change in road in Sec. 30, Tp. 5-10-4.
23761	607-15	Change in road in Sec. 22, Tp. 7-10-4.
25968	613-19	Change in road in Sec. 13, Tp. 1-25-4.
20438	224-20	Change in road in Sec. 13, 14, 23, Tp. 7-9-4.
21924	18-21	Change in road in Sec. 13 to 24, Tp. 6-17-4.
21923	19-21	Change in road in Sec. 19, Tp. 6-16-4.
14234	35-21	Change in road in Sec. 19, Tp. 5-29-4.
25717-B	255-21	Change in road in Sec. 32, 33, Tp. 12-12-4.
21690-B	268-21	Change in road in Sec. 28/29, Tp. 17-26-4.
21926-B	272-21	Change in road in Sec. 27, 34, Tp. 6-18-4.
23177	291-21	Change in road in Sec. 23, Tp. 5-2-5.
19491-B	375-21	Change in road in Sec. 19, 18, Tp. 4-16-4 and 18, Tp.
14571-B	422-21	Change in road in Sec. 19, 20, Tp. 2-27-4. [1-21-4.

## ROAD DIVERSIONS

File No.	Survey No.	Description
23351	281-16	Road diversion in Sec. 21, Tp. 17-19-4.
24990	569-18	Road diversion in Sec. 33, Tp. 15-18-4.
24976	585-18	Road diversion in Sec. 12, 13, Tp. 17-20-4
24975	586-18	Road diversion in Sec. 24, Tp. 17-20-4.
24982	592-18	Road diversion in Sec. 36, Tp. 17-19-4.
24145	629-18	Road diversion in Sec. 17, 18, Tp. 18-25-4.
25748	283-19	Road diversion in Sec. 1, Tp. 2-14-4.
23158	585-19	Road diversion in Sec. 5, 7, 8, Tp. 17-20-4.
26474	369-20	Road diversion in Sec. 9, Tp. 7-29-4.
26586	12-21	Road diversion in Sec. 28, Tp. 9-15-4.
26562	22-21	Road diversion in Sec. 5, 6, Tp. 11-16-4, 31, Tp. 10-16-4.
26627	33-21	Road diversion in Sec. 33, Tp. 5-30-4.
26475	44-21	Road diversion in Sec. 11, Tp. 7-2-5.
26663	46-21	Road diversion in Sec. 28, Tp. 4-16-4.
26670	48-21	Road diversion in Sec. 20, 29, 30, Tp. 4-17-4.
26741	107-21	Road diversion in Sec. 26, Tp. 6-30-4.
24170	154-21	Road diversion in Sec. 24, Tp. 14-21-4.
26819	165-21	Road diversion in Sec. 20, Tp. 18-26-4.
26820	166-21	Road diversion in Sec. 5, Tp. 18-26-4.
26826	170-21	Road diversion in Sec. 29, Tp. 17-25-4.
26827	171-21	Road diversion in Sec. 36, Tp. 17-26-4.
26828	172-21	Road diversion in Sec. 13, Tp. 17-20-4.
26956	320-21	Road diversion in Sec. 17, Tp. 1-13-4.
26957	321-21	Road diversion in Sec. 34, Tp. 6-14-4.
26958	322-21	Road diversion in Sec. 8, Tp. 6-15-4.
27067	412-21	Road diversion in Sec. 36, Tp. 4-19-4.
27068	413-21	Road diversion in Sec. 22, 24, 25, Tp. 4-19-4.
27073	418-21	Road diversion in Sec. 15, Tp. 7-20-4.
27074	419-21	Road diversion in Sec. 19, 20, 29, Tp. 2-23-4.
27070	415-21	Road diversion in Sec. 31, Tp. 2-23-4.
27071	416-21	Road diversion in Sec. 23/26, Tp. 1-22-4.
27069	414-21	Road diversion in Sec. 22, 27, Tp. 1-22-4.
27022	417-21	Road diversion in Sec. 27, Tp. 5-20-4.

## MISCELLANEOUS SURVEYS

26673	.....	Survey in Sec. 28, Tp. 9-17-4.
20630	.....	Survey in Sec. 28, Tp. 2-16-4.
20640	.....	Survey in Sec. 32, Tp. 1-24-4 and Sec. 11, Tp. 9-26-4.

## EXAMINATIONS

19325	68-18	Examination in Sec. 8, Tp. 10-14-4.
24679	246-18	Examination in Sec. 8, 16, Tp. 10-2-5.
24750	330-18	Examination in Sec. 20, Tp. 18-23-4.
24899	447-18	Examination in Sec. 28, Tp. 18-21-4.
24903	526-18	Examination in Sec. 34, Tp. 18-24-4.
25147	630-18	Examination in Sec. 29-30, Tp. 16-25-4.
25146	632-18	Examination in Sec. 9, 10, Tp. 16-26-4.
25244	801-18	Examination in Sec. 18, Tp. 8-4-5.
24552	93-18	Examination in Sec. 19, Tp. 18-22-4.
18468-B	127-19	Examination in Sec. 31, Tp. 17-25-4.
20309	333-19	Examination in Sec. 7, Tp. 18-22-4.
25906	383-19	Examination in Sec. 35, Tp. 4-28-4.
14191	402-20	Examination in Sec. 27, 33, 34, Tp. 1-24-4, Examination in Sec. 4-29, Tp. 2- 24-4.
26507	412-20	Examination in Sec. 34-3, Tp. 10-29-4.
26587	13-21	Examination in Sec. 11, Tp. 9-14-4.
26671	49-21	Examination in Sec. 29, Tp. 4-17-4.
21922-B	50-21	Examination in Sec. 36, Tp. 4-18-4.
24561-B	51-21	Examination in Sec. 19, Tp. 4-17-4.
26716	95-21	Examination in Sec. 3 to 6, Tp. 18-18-4.
25452	399-21	Examination in Sec. 24, Tp. 18-18-4.
25149	.....	Examination in Sec. 4, 5, Tp. 13-28-4.
30742	.....	Examination in Tp. 13-16-4.



EDMONTON, December 2nd, 1921.

A. P. C. BELYEA, ESQ.,

*Director of Surveys,*

Edmonton, Alberta.

SIR:—I have the honour to submit the following report covering field operations in the district north-west of Edmonton for the season 1921.

I organized my party and left Edmonton May 16th, moving to the vicinity of Westlock where outstanding surveys were completed. Thence I moved north to Dapp, Jarvie and Fawcett and made surveys required in that district completing that work during the latter part of July. My next move was to the Stony Plain district and survey operations were continued as far westerly as Carrot Creek extending north and south of the main line of the Canadian National Railway.

Work was discontinued owing to cold weather and I disbanded my party in Edmonton, November 21st.

Owing to poor roads in the northerly and westerly portions of the district covered, transportation difficulties were encountered. Weather conditions were average.

Attached is a schedule showing under the various headings, the work done during the season.

Your obedient servant,

HARRY S. DAY,

*District Surveyor and Engineer.*

Survey No.	File	LOCATION
232-15	22509	Diversion in W. $\frac{1}{2}$ Sec. 36, Tp. 53-11-5.
188-18	24626	Diversion in E. $\frac{1}{2}$ Sec. 8, 53-1-5.
269-18	24691	Diversion in N.E. and S.E. 16, 53-3-5.
320-18	24717	Diversion in N.E. 13, S.E. 24, 52-2-5.
239-19	25461	Diversion in N.E. Sec. 34, Tp. 52-2-5.
530-19	25846	Diversion in S.W. Sec. 5, Tp. 54-7-5.
571-19	25942	Diversion in S.W. Sec. 14, Tp. 53-3-5.
658-19	24249	Diversion in S.E. Sec. 28, E. Sec. 21, N.E. 16, 51-3-5.
165-20	26294	Diversion in Secs. 3 and 35, Tp. 52-7-5.
277-20	25584	Diversion in S.E. Sec. 5, Tp. 54-13-5.
241-21	26871	Diversion in N.E. Sec. 30, Tp. 63-26-4.
85-21	14654	Diversion in N.E. Sec. 1 and E. $\frac{1}{2}$ Sec. 12, 57-26-4.
86-21	26711	Diversion in N.E. Sec. 27 and S.E. 34, Tp. 59-27-4.
119-21	26734	Diversion in N.W. Sec. 34 and Sec. 3, 10, Tp. 54-7-5.
123-21	26750	Diversion in E. $\frac{1}{2}$ Sec. 26, Tp. 63-27-4.
132-21	26751	Diversion in N.W. Sec. 12, Tp. 63-27-4.
146-21	26776	Diversion in S.W. 14 and S.E. 15, Tp. 63-27-4.
167-21	26823	Diversion in S.W. 3, Tp. 64-1-5.
168-21	26824	Diversion in S.W. 15 and S.E. 16, Tp. 64-1-5.
240-21	26870	Diversion in S.E. Sec. 5, Tp. 53-1-5.
242-21	26878	Diversion in S. $\frac{1}{2}$ Sec. 15, Tp. 52-2-5.

## Survey

No.	File	LOCATION
266-21	26916	Diversion in N.W. Sec. 17, Tp. 53-3-5.
293-21	26927	Diversion in N.W. Sec. 18, Tp. 53-6-5.
334-21	26970	Diversion in N.W. Sec. 24 and S.W. 25, Tp. 53-11-5.
368-21	26994	Diversion in N.W. Sec. 7, Tp. 54-12-5.
400-21	27044	Diversion in Secs. 3 and 10, Tp. 56-12-5.
402-21	27050	Diversion in S. $\frac{1}{2}$ Sec. 27, Tp. 55-11-5.
403-21	27051	Diversion in N.W. Sec. 23, Tp. 55-12-5.

## NEW ROADS.

Survey No.	File No.	DESCRIPTION
294-15	22589	New road in Tps. 54-55, Rge. 15-5.
246-16	23230	New road in Secs. 1 and 12, Tp. 54-11-5 and E. $\frac{1}{2}$ Sec. 13, Tp. 55-11-5.
260-16	22118	New road in Secs. 26 and 35, Tp. 62-27-4.
702-16	23672	New road in Secs. 28 and 33, Tp. 55-12-5.
657-18	25154	New road in N.E. Sec. 2 and N.E. Sec. 3, Tp. 61-27-4.
377-19	25875	Sec. 27, 28, 29, 30, 31, 32, and 33, Tp. 63-26-4; Secs. 25, 36, Tp. 63-27-4.
570-19	25941	New road in E. $\frac{1}{2}$ Sec. 6 and N.W. Sec. 31, Tp. 50-3-5.
113-20	26250	New road in Secs. 17 and 18, Tp. 57-25-4.
7-21	26559	New road in Secs. 28 and 33, Tp. 64-1-5.
36-21	21618-B	New road in Secs. 14 and 23, Tp. 53-10-5.
84-21	25189	New road in Secs. 14 and 23, Tp. 58-27-4.
116-21	25874	New road in Secs. 18, 19, 30 and 31, Tp. 61-26-4.
117-21	26732	New road in N. $\frac{1}{2}$ Sec. 5, Tp. 53-7-5.
158-21	26785	New road in Sec. 27, Tp. 63-27-4 and Secs. 1, 2 and 11, 64-1-5.
169-21	26825	New road in Secs. 13, 14, 15, 22, 23 and 24, Tp. 64-1-5.
267-21	26918	New road in Sec. 9, Tp. 52-3-5.
294-21	26928	New road in N.E. Sec. 33, Tp. 52-7-5.
324-21	22882-B	New road in Sec. 19, Tp. 53-7-5.

## CHANGES IN SURVEYS.

250-19	18171	Change in S.E. Sec. 26, Tp. 51-2-5.
466-19	15751	Change in N.W. Sec. 20 and S.W. Sec. 29, Tp. 52-2-5.
34-21	22277	Change in N.W. Sec. 16, Tp. 64-1-5.
120-21	23547-B	Change in N.E. Sec. 14, Tp. 53-7-5.
288-21	18964-B	Change in S.E. Sec. 9, Tp. 53-7-5.
292-21	23547-C	Change in N.E. Sec. 1 and S.E. Sec. 12, Tp. 53-7-5.

## EXAMINATIONS.

464-19	16383	Examination in N.W. Sec. 69, Tp. 52-1-5.
290-21	26867	Examination in Sec. 16, Tp. 53-13-5.
430-21	15561	Examination in Secs. 3, 10, 15, Tp. 61-27-4.

## LEVELS.

62-21	19835	Levels for ditch in S.E. Sec. 1, Tp. 57-7-5.
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CALGARY, Alta., Dec. 17th, 1921.

A. P. C. BELYEA,

*Director of Surveys,*

Edmonton, Alberta.

SIR:—I have the honour to submit the following general report showing the surveys made in the District of Medicine Hat during the season of 1921. Following are the surveys.

Your obedient servant,

GEORGE McMILLAN.



## NEW ROADS.

No. Survey	No. File	Description.
246-12	20152	W. $\frac{1}{2}$ of Sec. 6, Tp. 7-2-4.
172-18	24575	Sec. 24, Tp. 23-1-4.
243-18	26801	Secs. 35 and 36, Tp. 13-3 and Sec. 1 and 12, Tp. 14-3-4.
649-19	19132	Secs. 25, 26, 27 and 28, Tp. 7-2-4.
707-19	26065	N.W. $\frac{1}{4}$ Sec. 5 and E. $\frac{1}{2}$ Sec. 6, Tp. 10-8-4.
174-20	26345	N.W. $\frac{1}{4}$ Sec. 23 and W. $\frac{1}{2}$ Sec. 26, Tp. 11-1-4.
225-20	26347	Sec. 24, Tp. 11-2-4.
269-20	26348	Secs. 31 and 32, Tp. 37-4-4 and Sec. 36, Tp. 37-5-4.
330-20	23127	Secs. 17 and 20, Tp. 30-11-4.
41-21	26295	Secs. 26 and 27, Tp. 22-12-4.
43-21	26658	S.E. $\frac{1}{4}$ Sec. 3, Tp. 25-12-4.
47-21	24697-B	Secs. 22, 23, 26 and 27, Tp. 10-1-4.
67-21	26581	Secs. 13 and 24, Tp. 7-2-1.
106-21	26729	Sec. 5, Tp. 19-15-4.
138-21	26762	N.E. $\frac{1}{4}$ Sec. 33, Tp. 6-5-4.
203-21	24499	Secs. 15 and 16, Tp. 24-8-4.
277-21	26829	Secs. 33, 34, 27 and 28, Tp. 30-12-4.
330-21	26959	E. $\frac{1}{2}$ Sec. 4, N.W. $\frac{1}{4}$ Sec. 10 and in Secs. 15, 22, 27 and 34, Tp. 6-3-4.
331-21	25419	Sec. 22, 23, and 24 and 15, Tp. 18-4-4.
341-21	26971	Sec. 18, Tp. 31-14-4.
376-21	27005	E. $\frac{1}{2}$ Sec. 11, Tp. 10-9-4.
38-20	26152	Secs. 18 and 19, Tp. 30-18-4.

## DIVERSIONS.

538-13	21248	E. $\frac{1}{2}$ Sec. 16, Tp. 7-5-4.
266-14	21658	S.E. $\frac{1}{4}$ Sec. 29, Tp. 7-2-4.
528-14	21893	W. $\frac{1}{2}$ Sec. 6, Tp. 22-5-4.
927-14	22143	S.W. $\frac{1}{4}$ Sec. 29, Tp. 28-3-4.
931-14	22138	N.E. $\frac{1}{4}$ Sec. 8 and N.W. $\frac{1}{4}$ Sec. 9, Tp. 29-2-4.
45-15	22228	S.W. $\frac{1}{4}$ Sec. 5 and S.E. $\frac{1}{4}$ Sec. 6, Tp. 10-3-4.
203-16	22576	N.W. $\frac{1}{4}$ Sec. 32, Tp. 11-8-4.
209-16	15762-C	E. $\frac{1}{2}$ Sec. 9, Secs. 16, 21 and 28, Tp. 8-5-4.
498-17	24199	N.E. $\frac{1}{4}$ Sec. 9, Tp. 9-2-4.
118-18	24569	S.W. $\frac{1}{4}$ Sec. 1, Tp. 32-10-4.
307-18	24727	S.W. $\frac{1}{4}$ Sec. 16, Tp. 29-2-4.
468-18	24872	Secs. 13, 14 and 23, Tp. 23-1-4.
469-18	24871	E. $\frac{1}{2}$ Sec. 26 and N.E. $\frac{1}{4}$ Sec. 25, Tp. 24-1-4.
470-18	24870	S.W. $\frac{1}{4}$ Sec. 1 and S.E. $\frac{1}{4}$ Sec. 2, Tp. 24-1-4.
253-19	25660	Secs. 20 and 29, Tp. 24-1-4.
257-19	25664	S. $\frac{1}{2}$ Sec. 3, Tp. 26-1-4, N.E. $\frac{1}{4}$ Sec. 34 and N.W. $\frac{1}{4}$ Sec. 35, Tp. 25-1-4.
258-19	25666	N.E. $\frac{1}{4}$ Sec. 35, Tp. 26-2-4.
259-19	25665	N. $\frac{1}{2}$ Sec. 31, Tp. 25-1-4.
260-19	25667	S.W. $\frac{1}{4}$ Sec. 28, Tp. 26-3-4.
265-19	25681	S.W. $\frac{1}{4}$ Sec. 36, Tp. 23-1-4.
266-19	25680	N.W. $\frac{1}{4}$ Sec. 21, Tp. 26-1-4.
569-19	25855	N.E. $\frac{1}{4}$ Sec. 17 and S.E. $\frac{1}{4}$ Sec. 17, Tp. 24-7-4.
668-19	27001	N.E. $\frac{1}{4}$ Sec. 13, Tp. 9-1-4.
757-19	26080	S.W. $\frac{1}{4}$ Sec. 17, Tp. 31-14-4.
7-20	26129	N.E. $\frac{1}{4}$ Sec. 23 and S.W. $\frac{1}{4}$ Sec. 25, Tp. 30-12-4.
8-20	26130	N.E. $\frac{1}{4}$ Sec. 35 and N.W. $\frac{1}{4}$ Sec. 36, Tp. 28-8-4.
10-20	26132	S.W. $\frac{1}{4}$ Sec. 5, Tp. 28-3-4.
11-20	26133	N.E. $\frac{1}{4}$ Sec. 11, Tp. 28-3-4.
12-20	23623-B	S.W. $\frac{1}{4}$ Sec. 2, Tp. 28-4-4.
86-20	26214	S.W. $\frac{1}{4}$ Sec. 16 and S.E. $\frac{1}{4}$ Sec. 17, Tp. 8-8-4.
90-20	14205-A	S.W. $\frac{1}{4}$ Sec. 7, Tp. 10-3-4.
117-20	26254	S.E. $\frac{1}{4}$ Sec. 21, Tp. 9-3-4.
150-20	26286	S.W. $\frac{1}{4}$ Sec. 3, Tp. 9-4-4.
164-20	26299	N.W. $\frac{1}{4}$ Sec. 26, Tp. 9-7-4.
185-20	26298	N.E. $\frac{1}{4}$ Sec. 7, Tp. 6-6-4.
214-20	26314	N.W. $\frac{1}{4}$ Sec. 5, N.E. $\frac{1}{4}$ Sec. 6, S.E. $\frac{1}{4}$ Sec. 7 and S.W. $\frac{1}{4}$ Sec. 8, Tp. 21-5-4.

No. Survey	No. File	Description.
226-20	26379	N.E. $\frac{1}{4}$ Sec. 32, Tp. 5-6-4.
240-20	26366	S.E. $\frac{1}{4}$ Sec. 21, Tp. 25-1-4.
241-20	26369	N.E. $\frac{1}{4}$ Sec. 9, Tp. 29-2-4.
249-20	26367	N.E. $\frac{1}{4}$ Sec. 34, Tp. 27-2-4.
250-20	26368	W. $\frac{1}{2}$ Sec. 32, Tp. 29-1-4.
251-20	26370	W. $\frac{1}{2}$ Sec. 11, Tp. 22-2-4.
270-20	26380	N.E. $\frac{1}{4}$ Sec. 13, Tp. 7-6-4.
284-20	26391	E. $\frac{1}{2}$ Sec. 1, Tp. 31-11-4.
363-20	26472	N.W. $\frac{1}{4}$ Sec. 24, Tp. 11-1-4.
366-20	26458	N.E. $\frac{1}{4}$ Sec. 9, Tp. 7-6-4.
54-21	26675	N.W. $\frac{1}{4}$ Sec. 19, Tp. 33-1-4.
57-21	26131	Secs. 9, 10 and 16, Tp. 28-5-4.
99-21	24657	S.E. $\frac{1}{4}$ Sec. 27, Tp. 9-4-4.
101-21	26719	Sec. 13 and 24, Tp. 6-5-4.
110-21	26744	N.W. $\frac{1}{4}$ Sec. 34, Tp. 7-5-4.
111-21	26745	S.E. $\frac{1}{4}$ Sec. 28, Tp. 6-5-4.
112-21	26746	N.E. $\frac{1}{4}$ Sec. 21, Tp. 6-5-4.
124-21	26752	N.W. $\frac{1}{4}$ Sec. 11, Tp. 15-3-4.
125-21	26753	N.E. $\frac{1}{4}$ Sec. 12, Tp. 15-3-4.
126-21	26754	S. $\frac{1}{2}$ Sec. 4, Tp. 15-2-4.
127-21	26755	S. $\frac{1}{2}$ Sec. 18 and N.W. $\frac{1}{4}$ Sec. 7, Tp. 15-2-4.
128-21	26756	N.E. $\frac{1}{4}$ Sec. 33, Tp. 15-2-4.
129-21	26757	N.E. $\frac{1}{4}$ Sec. 34, Tp. 15-2-4.
130-21	26758	N.E. $\frac{1}{4}$ Sec. 35, Tp. 19-1-4.
131-21	26759	N.W. $\frac{1}{4}$ Sec. 24 and N.E. $\frac{1}{4}$ Sec. 23, Tp. 17-2-4.
136-21	26333	S.E. $\frac{1}{4}$ Sec. 11 and N.E. $\frac{1}{4}$ Sec. 2, Tp. 13-3-4.
139-21	26767	N.E. $\frac{1}{4}$ Sec. 11, Tp. 13-3-4.
140-21	26768	N.E. $\frac{1}{4}$ Sec. 22, Tp. 15-2-4.
141-21	26769	S.E. $\frac{1}{4}$ Sec. 26, Tp. 15-2-4.
142-21	26770	S.W. $\frac{1}{4}$ Sec. 26, Tp. 15-2-4.
143-21	26771	E. $\frac{1}{2}$ Sec. 22, Tp. 15-2-4.
144-21	26772	N. $\frac{1}{2}$ Sec. 35, Tp. 12-3-4.
145-21	26773	S.E. $\frac{1}{4}$ Sec. 1, Tp. 10-3-4.
147-21	26761	S.E. $\frac{1}{4}$ Sec. 1, Tp. 13-3-4.
157-21	18905-C	N.E. $\frac{1}{4}$ Sec. 34, Tp. 10-3-4.
160-21	26781	W. $\frac{1}{2}$ Sec. 31, Tp. 17-7-4.
161-21	26784	S.W. $\frac{1}{4}$ Sec. 30, Tp. 17-7-4.
173-21	26830	N.E. $\frac{1}{4}$ Sec. 35, Tp. 21-8-4.
174-21	26831	S.W. $\frac{1}{4}$ Sec. 2, Tp. 21-8-4.
175-21	26832	N.W. $\frac{1}{4}$ Sec. 2, Tp. 21-8-4.
176-21	26833	S.W. $\frac{1}{4}$ Sec. 14, Tp. 21-8-4.
177-21	26834	N.E. $\frac{1}{4}$ Sec. 15, Tp. 21-8-4.
178-21	26835	S.E. $\frac{1}{4}$ Sec. 16, Tp. 21-8-4.
179-21	26836	E. $\frac{1}{2}$ Sec. 14, Tp. 21-9-4.
180-21	26837	N.W. $\frac{1}{4}$ Sec. 23, Tp. 20-9-4.
181-21	26838	N.E. $\frac{1}{4}$ Sec. 21, Tp. 19-8-4.
201-21	26805	N.W. $\frac{1}{4}$ Sec. 12, Tp. 24-8-4.
202-21	26807	S.W. $\frac{1}{4}$ Sec. 18, Tp. 24-7-4.
204-21	26849	N.W. $\frac{1}{4}$ Sec. 8, Tp. 21-8-4.
207-21	26850	W. $\frac{1}{2}$ Sec. 36, Tp. 20-8-4.
208-21	26851	S.E. $\frac{1}{4}$ Sec. 14 and N.E. $\frac{1}{4}$ Sec. 11, Tp. 19-10-4.
209-21	26952	N.E. $\frac{1}{4}$ Sec. 34, Tp. 20-8-4.
210-21	26853	S.E. $\frac{1}{4}$ Sec. 33 and S.W. $\frac{1}{4}$ Sec. 34, Tp. 20-8-4.
211-21	26854	S.E. $\frac{1}{4}$ Sec. 11, Tp. 19-10-4.
212-21	26855	N.W. $\frac{1}{4}$ Sec. 29, Tp. 19-10-4.
213-21	26856	N.E. $\frac{1}{4}$ Sec. 11, Tp. 19-10-4.
214-21	26857	S.W. $\frac{1}{4}$ Sec. 4, Tp. 21-8-4.
215-21	26859	S.E. $\frac{1}{4}$ Sec. 7, Tp. 20-10-4.
216-21	26860	N.W. $\frac{1}{4}$ Sec. 36, Tp. 20-9-4.
243-21	26879	N.E. $\frac{1}{4}$ Sec. 28, Tp. 21-5-4.
244-21	26880	S.E. $\frac{1}{4}$ Sec. 36, Tp. 20-5-4.
245-21	26881	S.E. $\frac{1}{4}$ Sec. 19, Tp. 21-5-4.
246-21	26868	N.W. $\frac{1}{4}$ Sec. 34, Tp. 20-4-4.
247-21	26869	N.W. $\frac{1}{4}$ Sec. 15, Tp. 20-5-4.
248-21	26890	S.E. $\frac{1}{4}$ Sec. 13, Tp. 7-3-4.
249-21	26891	N.W. $\frac{1}{4}$ Sec. 20 and S.W. $\frac{1}{4}$ Sec. 29, Tp. 21-5-4.



No. Survey	No. File	Description.
250-21	26892	S.E. $\frac{1}{4}$ Sec. 8, Tp. 21-4-4.
257-21	19072	N.E. $\frac{1}{4}$ and S.E. $\frac{1}{4}$ Sec. 13, Tp. 7-7-4.
275-21	26882	S.W. $\frac{1}{4}$ Sec. 17, Tp. 25-7-4.
301-21	26933	N.E. $\frac{1}{4}$ Sec. 21, Tp. 25-7-4.
389-21	15599-B	S.E. $\frac{1}{4}$ Sec. 28, Tp. 8-3-4.
470-21	25945	S.E. $\frac{1}{4}$ Sec. 24, Tp. 31-16-4.

## ROADWAY.

303-21      26469      Sec. 19, Tp. 29-12-4.

## CHANGES OF SURVEY.

365-20      16544      N.E.  $\frac{1}{4}$  Sec. 25, Tp. 10-1-4.  
 113-21      21998-B      E.  $\frac{1}{2}$  Sec. 24, Tp. 7-6-4.  
      21-20      24356      S.W.  $\frac{1}{4}$  Sec. 4, Tp. 36-4-4.

## EXAMINATIONS OF PROPOSED ROADS.

217-21      26736      Sec. 4, 5 and 6, Tp. 21-12-4.  
 218-21      26737      Sec. 1, 12, 13, 24 and 25, Tp. 20-12-4.  
 219-21      26738      E.  $\frac{1}{2}$  Sec. 14, Tp. 20-12-4.  
 220-21      26739      S.  $\frac{1}{2}$  Sec. 30, Tp. 20-12-4.  
 221-21      26740      N.W.  $\frac{1}{4}$  Sec. 33, Tp. 20-12-4.  
 137-21      14060-1      10/11, 12-4-4.

EDMONTON, December 15th, 1921.

A. P. C. BELYEA,

*Director of Surveys,*

Edmonton, Alberta.

SIR:—I have the honour to submit the following general report showing work done during the past season in the Vermilion district.

I organized my party and took to the field on May 13th and moved into Municipal District No. 547 where I started work. I worked east to the boundary completing all work in Municipalities adjoining river on south. I then moved south and worked back west along the Canadian National Railway.

About the first of November, I moved north of the Saskatchewan River and made surveys required in Municipal District No. 544. I also made examinations as to work required in all the Municipalities east of the Saddle Lake Reserve.

The season was very favorable for the carrying on of survey work.

Attached you will find a detailed statement of work performed during the season.

Your obedient servant,

E. D. ROBERTSON,

*District Surveyor and Engineer.*

## DIVERSIONS

Survey No.	File	Section	Tp.	Rge.	M.
447-15	22339	Secs. 28 and 29.....	58	11	4
719-16	23696	26 and 35 .....	56	11	4
700-17	24320	S.E. 11 .....	50	3	4
379-18	24794	N.E. 23 .....	50	3	4
416-18	24814	N.E. 36 .....	55	10	4
418-18	24813	N.W. 10 .....	57	10	4
419-18	23588	W. Sec. 4, S.E. 5 .....	57	10	4
488-18	24947	29 and 30 .....	54	7	4
497-18	24917	19 and 24 .....	54	7 & 8	4
498-18	25193	N. 31 .....	54	7	4
499-18	24915	31 and 6 .....	55 & 56	7	4
500-18	24919	W. 31 .....	55	7	4
501-18	24916	N.W. 13 .....	55	8	4
503-18	24918	24 and 25 .....	54	8	4
628-18	25134	N.W. 25 .....	56	14	4
680-18	25172	S.E. 6 .....	58	18	4
741-18	25217	S.W. 5 .....	55	7	4
757-18	25216	Secs. 31 and 32 .....	57	7	4
54-19	25440	22 and 23 .....	53	7	4
135-19	25561	E. ½ 34 .....	54	5	4
143-19	25573	S.W. 36 .....	58	10	4
155-19	25592	S.E. 12 .....	56	13	4
176-19	25605	31 and 6 .....	55 & 56	4	4
178-19	25590	3, 9 and 10 .....	57	14	4
224-19	25614	8, 9 .....	54	8	4
395-19	22865	S.E. 1 .....	56	6	4
539-19	25858	31 and 32.....	55	6	4
690-19	25955	13, 14, 23, 25, 26.....	53	10	4
601-19	25961	E. 16 .....	54	12	4
603-19	25960	N.E. 8 .....	54	11	4
604-19	25959	N.E. 3 .....	54	11	4
605-19	25957	N.E. 35 .....	53	11	4
606-19	25956	N.E. 21 .....	53	11	4
608-19	25964	S.E. 11 .....	55	10	4
272-20	26371	N. 19 .....	48	2	4
274-20	26374	18, 19, 13 and 24 .....	50	1 & 2	4
275-20	26373	18, 34 and 3 .....	49 & 50	2	4
380-20	26481	N.E. Sec. 33 .....	50	3	4
381-20	26482	N.E. 12 .....	51	4	4
382-20	26480	S. 3 .....	51	4	4
384-20	26479	S.W. 6 .....	50	1	4
385-20	26478	N. 31 .....	49	1	4
271-17	23981	N.E. 33 .....	48	3	4
80-21	26674	N.W. 33 .....	49	1	4
94-21	26707	S.W. 15 .....	48	3	4
190-21	26800	E. 25 .....	54	11	4
192-21	26798	N.E. 35, N.W. 36 .....	54	12	4
193-21	26796	N.W. 15 .....	53	12	4
194-21	26794	30 and 31 .....	54	11	4
196-21	26799	25 and 26 .....	54	10	4
299-21	22584	19 and 24 .....	54	9 & 10	4
314-21	26950	N.E. 12 .....	48	2	4
315-21	26948	9 and 16 .....	48	3	4
393-21	27038	3, 4 and 9 .....	55	8	4
444-21	24609	S.W. 17 .....	53	12	4
446-21	27095	N.E. 17 .....	53	12	4
447-21	27096	N.E. 35 .....	53	12	4
448-21	27097	S.W. 20 .....	53	12	4
449-21	20143-C	31, 32 and 6 .....	53 & 54	12	4
450-21	27098	N.E. 29 .....	57	10	4
466-21	15062-D	N.W. 19 .....	55	6	4
464-21	25454	S.E. 30 .....	55	5	4
465-21	15996	S. 27 .....	50	8	4



## NEW ROADS.

Survey No.	File	Section	Tp.	Rge.	M.
448-15	22338	2, 3, 11 .....	56	11	4
25-18	24393	33 and 34 .....	56	10	4
409-18	24812	3 and 4 .....	57	10	4
502-18	24914	4 .....	56	7	4
128-19	25560	19, 20 and 29 .....	54	6	4
602-19	25962	22, 23, 26, 27 and 35 .....	54	11	4
115-21	26589	19 .....	58	18	4

## LOT 1, LOBSTICK SETTLEMENT.

191-21	26797	32 .....	55	12	4
461-21	24481	North of 3 .....	56	14	4
459-21	16290	In lots 16 and 17 St. Albert Settlement.			
460-21	24881	3 and 10 .....	56	14	4

## EXAMINATIONS.

152-19	25594	Sec. 15 .....	56	13	4
174-19	25534	16 .....	56	14	4
198-19	25615	N. 22 and 23 .....	53	9	4
516-19	25958	E. of 4 .....	54	11	4
538-19	25857	E. of 6 .....	56	4	4
607-19	25963	E. 12, 13 and 24 .....	55	10	4
176-20	26372	E. 12, 15 .....	48	2	4
176-20	26372	E. 31 .....	50	2	4
382-20	15872-C	S.E. 34 .....	50	6	4
316-21	26951	N. of 23 .....	49	2	4
443-21	19493	In S.E. 2.....	57	5	4
458-21	14134	Secs. 7, 1, 2, 3 and 4 .....	57	16 & 17	4

## CHANGES.

636-19	22474-B	1 .....	53	12	4
27-20	21494-B	5 and 6 .....	55	9	4
198-21	18916-C	N. 15 .....	53	12	4
313-21	24796	30, 31 and 36 .....	48	1 & 2	4
394-21	15411	S. 29 .....	50	8	4
399-21	20228-B	4 .....	54	7	4
445-21	27094	N.E. 11 .....	53	12	4
463-21	24473	N.E. 11 .....	56	12	4

## MISCELLANEOUS.

462-21	23782	Checked and mounded survey, N.E. 35 .....	56	15	4
....	23281	Mounded survey, 33 and 34 .....	53 & 54	11	4
....	16033-B	Check in 3 and 10.....	51	11	4

CALGARY, December 15th, 1921.

A. P. C. BELYEA, Esq.,

*Director of Surveys,*

Edmonton, Alberta.

SIR:—I have the honour to submit herewith return showing the work completed in the Calgary district during the past season.

My party was organized and I took the field on May 18th.

At the beginning of the season a considerable amount of work was done in the way of contours and levels in connection with proposed grading of the Calgary-Bowness road and to ascertain the responsibility regarding flooding of subway.

Levels were also taken to determine the feasibility of draining what is known as the Hamilton slough on the main road between Calgary and Macleod.

Following this work survey was made of a road across the north-west portion of the Sarcee Indian Reserve to give an outlet for settlers in the Bragg Creek locality.

I then moved to the east end of my district surveying amongst others roads between Hussar and Wayne and also east of Hussar. Both these roads involved heavy work in the way of location, this portion of the country being very rough and hilly and a large amount of preliminary work being necessary.

Working north through Beynon, Wayne, Rosedale and Drumheller I crossed over to that portion of my district lying to the north and east of the Red Deer River and had hopes of cleaning up the work in this locality, some of which has been long outstanding, but the extremely cold weather which started in on November 15th, rendered this impossible and it was necessary to abandon field work.

The season has been a favourable one for field operations and satisfactory progress has been made.

The returns attached hereto are shown classified under their various headings in the usual manner.

Your obedient servant,

P. N. JOHNSON,

*District Surveyor and Engineer.*

#### NEW ROADS.

Survey No.	File No.	Description.
341-11	19130	New road across Secs. 8 and 9, Tp. 25-18-4.
690-18	25194	New road across Sec. 8, Tp. 20-19-4.
354-19	25799	New road across Sec. 14, Tp. 20-20-4.
28-21	20095	New road in Secs. 14, 15, 21, 22 and 28, Tp. 28-19-4.
69-21	26668	New road in L.S. 2, 3, 6 and 7, Sec. 10, Tp. 29-20-4.
81-21	26710	New road east from Hussar in Tp. 24, Rges. 18 and 19 and Tp. 25, Rge. 18, W. 4.
317-21	26715	New road from Hussar to Wayne in Tps. 25 and 26, Rge. 20, W. 4.
.....	23736	New road across north-west portion of Sarcee Indian Reserve.

#### ROAD DIVERSIONS.

217-14	18955	Diversion in W. $\frac{1}{2}$ Sec. 15, Tp. 29-17-4.
41-17	23778	Diversion in Sec. 17, Tp. 29-19-4.
690-18	25194	Diversions in Secs. 4, 17 and 20, Tp. 20-19-4.
740-18	25223	Diversions in S.W. $\frac{1}{4}$ Sec. 5, Tp. 28-17-4.
188-19	25610	Diversion in N.W. $\frac{1}{4}$ Sec. 17, Tp. 30-17-4.
227-19	25587	Diversion in N.E. $\frac{1}{4}$ Sec. 4, Tp. 20-20-4.
296-19	25780	Diversions in Secs. 25 and 36, Tp. 28-18-4.
566-19	25837	Diversions in Secs. 9, 10, 15 and 16, Tp. 27-19-4.



Survey No.	File No.	Description.
567-19	25836	Diversions in Secs. 8 and 17, Tp. 27-19-4.
568-19	25838	Diversions in Secs. 16, 20, 21 and 29, Tp. 27-19-4.
387-20	26485	Diversions in Secs. 13 and 14, Tp. 25-20-4.
388-20	26486	Diversions in Secs. 25, 26, 35 and 36, Tp. 25-20-4.
2-21	26532	Diversion in N. $\frac{1}{2}$ Sec. 36, Tp. 26-17-4.
17-21	26596	Diversion in Sec. 29, Tp. 23-21-4.
23-21	26609	Diversion in Sec. 32, Tp. 28-18-4.
252-21	26875	Diversion in Secs. 10, 11 and 15, Tp. 25-20-4.
455-21	23151-B	Diversion in N.E. $\frac{1}{4}$ Sec. 35, Tp. 19-20-4.
.....	21934	Diversion in Secs. 19 and 20, Tp. 27-20-4.
.....	23736	Diversion in S.E. $\frac{1}{4}$ Sec. 3, Tp. 24-4-5.

## CHANGES IN SURVEYED ROADS.

111-17	20095-B	Change in Surveyed Road in W. $\frac{1}{2}$ Sec. 23, Tp. 28-19-4.
340-19	18684-B	Change in Surveyed Road in Sec. 20, Tp. 30-17-4 and in S.W. $\frac{1}{4}$ Sec. 15, Tp. 30-17-4.
376-20	18395	Change in Surveyed Road in S.W. $\frac{1}{4}$ Sec. 10, Tp. 29-20-4.

## SUNDRIES.

.....	14168	Taking levels from Bowness bridge to city limits of Calgary.
.....	20274	Contouring portion of Bowness subdivision.
.....	.....	Taking levels re drainage of Hamilton slough.
.....	22209	Taking measurements for preparation of description of School Site in Lot 8, Morleyville Settlement.
.....	25271	Making triangulation and tie to $\frac{1}{4}$ Sec. corner East of Sec. 12, Tp. 28-20-4.

## EXAMINATIONS.

296-19	25780	Examination re proposed New Road in Sec. 24, Tp. 28-18-4.
551-19	25893	Examination re proposed diversion in N.E. $\frac{1}{4}$ Sec. 24, Tp. 29-18-4.
93-20	26219	Examination re proposed road between Secs. 20 and 29, Tp. 27-19-4.
223-20	18395	Examination re proposed diversion in Secs. 3 and 10, Tp. 29-20-4.
23-21	26609	Examination re proposed diversion in Sec. 30, Tp. 28-18-4.
184-21	14067I	Examination re road diversion proposed by C.N.R. in S.W. $\frac{1}{4}$ Sec. 29, Tp. 27-20-4.
401-21	24886	Examination re proposed New Road in Secs. 10, 11 and 12, Tp. 28-18-4.
.....	21934	Examination re roads in Sec. 19, etc., Tp. 27-20-4 and re-tracing surveyed road.
.....	26621	Examination and staking out road in Sec. 17, Tp. 27-18-4.
.....	45081	Examination re proposed road between Rosedale and Wayne.
.....	26441	Examination re C.P.R. proposed road diversion in S.W. $\frac{1}{4}$ Sec. 25, Tp. 19-14-4.
.....	25059	Examination re application to mine coal under road allowance between Secs. 7 and 18, Tp. 28-19-4.
.....	26925	Examination re diversion of Rosebud River as proposed by C.N.R. in S.E. $\frac{1}{4}$ Sec. 33 and S.W. $\frac{1}{4}$ Sec. 34, Tp. 27-20-4.
.....	24274	Examination re railway crossing in Sec. 7, Tp. 28-19-4.
	14023-342	Examination re closing certain streets in 'Industrial Tracts' subdivision in E. $\frac{1}{2}$ Sec. 21, Tp. 23-29-4.
	14023-457	Examination re closing certain streets in subdivision of S.W. $\frac{1}{4}$ Sec. 36, Tp. 23-29-4.
	14023-1778	Examination re provision of connecting streets in C.P.R. subdivision of Hesketh in Sec. 12, Tp. 29-22-4.

EDMONTON, December 12th, 1921.

A. P. C. BELYEA, Esq.,

*Director of Surveys,*

Edmonton, Alberta.

SIR:—I have the honour to submit herewith the following report in connection with survey work performed by me during the season of 1921.

I organized my party at Kinsella, May 11th, and, after completing outstanding work in that neighbourhood, moved west into the vicinity of Cooking Lake. After completing the work there, I moved southerly to Craigmyle, returning north by way of Coronation, Hardisty and Irma.

I finished the season's work in the neighbourhood of Viking and Kinsella on November 21st.

The season on the whole was very favourable for survey work.

I am, Sir,

Your obedient servant,

A. CORMACK,

*District Engineer.*

## DIVERSIONS

Survey No.	File	Section	Tp.	Rge.	M.
235-18	24663	N.E. Sec. 31 .....	32	14	4
383-18	24798	S.W. 28, N.W. 21¼ .....	33	14	4
447-18	24858	S.E. 28 .....	33	17	4
558-18	24967	S.W. 8 .....	35	12	4
665-18	23358-B	N.E. 21 .....	35	10	4
70-19	25486	N.W. 34 .....	51	15	4
75-19	25497	23, 26, 27, 34, 35 .....	46	13	4
115-19	15912-B	18/19 .....	46	13	4
149-19	24530	S.W. 25, N.E. 35 .....	46	13	4
150-19	25507	N.W. 24 .....	46	13	4
187-20	26321	N.E. 32 .....	50	21	4
188-20	26322	S.E. 28 .....	50	20	4
189-20	26323	S.E. 15 .....	51	19	4
190-20	26324	N.W. 22 .....	51	19	4
192-20	25459	S.E. 3 .....	51	19	4
301-20	25743	S.W. 30, N. ½ 19 .....	31	15	4
306-20	21866	S.E. 17 .....	32	14	4
308-21	26944	N.E. 14 .....	32	18	4
310-20	26414	N.W. 23 .....	32	13	4
312-20	26415	S.W. 13 .....	32	14	4
318-20	26422	3 and 4 .....	33	14	4
320-20	26423	3, 4, 33 .....	33 & 32	14	4
321-20	26424	S.W. 15, S.E. 16 .....	33	14	4
96-21	26694	S.E. 35, N.E. 26 .....	51	15	4
97-21	26693	S.W. 13 .....	49	15	4
98-21	26721	S.W. 5, S.E. 6 .....	31	13	4
134-21	14196	N.W. 33 .....	51	23	4
148-21	26783	W. ½ 5 .....	51	19	4



Survey No.	File	Section	Tp.	Rge.	M.
260-21	26899	N.E. 32, S.E. 5.....	32 & 33	17	4
262-21	26900	23 .....	33	17	4
263-21	26901	N.E. 7 .....	33	16	4
278-21	26918	S.E. 27 .....	31	16	4
279-21	26915	N.W. 13 .....	31	16	4
280-21	26915	S.W. 13 .....	31	16	4
281-21	26912	N.W. 34 .....	31	16	4
282-21	26909	S.E. 12 .....	33	16	4
283-21	26908	N.E. 20 .....	32	17	4
284-21	26911	S.E. 4 .....	32	17	4
287-21	26910	N.W. 2 .....	32	17	4
306-21	26942	S.W. 8, S.E. 7 .....	32	18	4
307-21	26943	S.W. 5 .....	32	18	4
309-21	26945	N.E. 35 .....	31	18	4
310-21	26946	N.E. 19 .....	31	18	4
332-21	26877	N. $\frac{1}{2}$ 21 .....	34	12	4
335-21	26972	N.E. 7, N.W. 8 .....	36	10	4
336-21	26973	N.W. 11 .....	36	10	4
338-21	26974	S. $\frac{1}{2}$ 17 .....	36	10	4
339-21	26975	S.W. 29 .....	36	10	4
334-21	26990	N.E. 19, N.W. 20 .....	47	13	4
345-21	26991	N.E. 20 .....	47	14	4
346-21	26992	S.E. 32 .....	47	14	4
348-21	26988	S.W. 27 .....	48	14	4
349-21	26986	12, 13, 14, 18 .....	36	9 & 10	4
350-21	26985	S.E. 15, N.E. 10 .....	37	10	4
351-21	26984	N.E. 9 .....	37	10	4
352-21	26983	N.W. 9 .....	37	10	4
354-21	26980	N.E. 5 .....	38	11	4
355-21	26982	N.W. 20 .....	39	10	4
356-21	26981	N.E. 15 .....	39	10	4
357-21	26987	S.E. 27 .....	38	11	4
358-21	24531	N.E. 30 .....	46	13	4
369-21	26996	N.W. 34 .....	38	11	4
370-21	27002	W. $\frac{1}{2}$ 32 .....	42	10	4
391-21	27029	S.W. 30 .....	44	8	4
425-21	27079	S.E. 5, N.W. 33 .....	45 & 46	12	4
426-21	27080	S.W. 5 S.W. 8 .....	46	12	4
427-21	27081	S.E. 6 .....	46	12	4
428-21	27082	S.E. 32, W. $\frac{1}{2}$ 33 .....	45	12	4
429-21	27083	3, 4, 33, 34 .....	45 & 46	12	4
259-21	26898	Sec. 22 .....	33	17	4
233-21	24273	N.W. 9 .....	53	19	4

## NEW ROADS.

446-18	24859	N. $\frac{1}{2}$ 29 .....	31	16	4
186-20	26320	Sec. 36 .....	51	21	4
191-20	26325	.....	51	19 & 20	4
70-21	26695	W. $\frac{1}{2}$ 15 .....	48	11	4
109-21	19418-B	Sec. 29 .....	52	18	4
186-21	26778	18/19 .....	36	8	4
251-21	26892	N.W. 30 .....	50	16	4
258-21	26897	S. $\frac{1}{2}$ 28 .....	32	17	4
261-21	26885	29/30 .....	49	16	4
305-21	26941	6 .....	32	18	4
311-21	26947	18/19 .....	31	16	4
333-21	26690	29/30 .....	34	11	4
340-21	26976	N. $\frac{1}{2}$ 3 .....	35	10	4
371-21	23218	23, 24, 25, 26 .....	41	10	4
390-21	21512-B	17/20 .....	44	8	4
392-21	27030	N.W. 10, N.E. 9 .....	45	8	4
254-21	25989	S.W. 18 .....	53	19	4

## CHANGES.

Survey No.	File	Section	Tp.	Rge.	M.
644-14	18329	S.E. 29 .....	49	16	4
55-21	16610	13 .....	49	16	4
89-21	14196	28 .....	51	22	4
451-21	27093	12 & 7.....	51	20 & 21	4
135-21	53189	11 and 12 .....	51	20	4
253-21	14668	17 .....	53	21	4
347-21	26989	N.E. 21 .....	47	13	4

## MISCELLANEOUS.

206-20	26311	Cemetery, N.W. 22 .....	46	11	4
206-21	26858	Private road, S.W. 30 .....	39	11	4
353-21	26955	Private road, N.W. 15 .....	39	11	4
431-21	27088	Cemetery, N.E. 8 .....	46	11	4

## EXAMINATIONS

423-21	14641	14, 23, 13, 24 .....	39	28	4
424-21	15257	C. & E. trail at Blackfalds.			



## DRAINAGE AND IRRIGATION BRANCH

EDMONTON, ALBERTA, December 31st, 1921.

HON. ALEX. ROSS,

*Minister of Public Works,*

Edmonton, Alberta.

SIR:—I have the honour to submit herewith report of the Drainage and Irrigation Branch of the Department for the year 1921.

During the year 1921 no construction of new drainage works was undertaken, but the work was carried on in the four districts already started and in two of these has been carried practically throughout to completion.

At the 1921 session of the Legislature a new Act was passed entitled "The Drainage Districts Act, 1921." This came into force by order of the Lieutenant Governor in Council, dated the 23rd day of June, 1921. It repealed the Drainage Act under which certain districts had originally been formed and were carrying on construction.

Under the old Act the whole administration of the affairs of a district was in the hands of the Public Works Department. This was found to be unsatisfactory and not as effective as local control by a board of trustees as provided by "The Irrigation Districts Act." The new "Drainage Districts Act" was made similar to the "Irrigation Districts Act" and provides for the election of a board of trustees for each district which controls the affairs under certain supervision of a Drainage Council, the supervision and control being greater where the debentures of the district are guaranteed by the Government.

The four districts whose works have been in course of construction are the Holden district, the Viking district, the Daysland district and the Dickson district. The funds for carrying on the work up to this year had been loaned to the districts by the Provincial Government owing to the unfavourable market for drainage district debentures. This year debentures were issued for each of these districts and were guaranteed by the Government by special legislation.

After the passing of the new Act, trustees were elected in the Holden, Daysland and Dickson districts—no nominations were offered in the case of Viking and a new election is shortly being held there with four nominees. In the meantime, the Deputy Minister of Public Works is acting as Official Trustee for that district.

Owing to the fact that these works were all let under the old Act directly by the Department, the Departmental connection

with them, until completion, is bound to be greater than will be the case with future drainage district works. A short statement of the progress in each district is given herewith.

*District No. 4 (Holden)—*

Construction work was completed by the contractors in this drainage district in September of this year. The total amount of excavation in the system, both main and lateral ditches, amounted to 659,062 cubic yards. There are 34 miles of main ditches and 75 miles of laterals. Six road bridges on piles were constructed in connection with the scheme, and twenty-five culverts on roads. The benefit from drainage in the district was evident, as the water from the spring thaw, which formerly lay in the sloughs until evaporated, was quickly carried to an outlet.

*District No. 4 (Daysland)—*

Construction work was continued in this district during the year, 18 1-2 miles in length of the main ditch having been completed, totalling in excavation 569,000 cubic yards. Four-fifths of the work on the main ditch is now completed. On lateral ditches there have been excavated 89,500 cubic yards representing 30% of the total excavation in the smaller ditches. Road bridges and farm crossings of different spans, on piles, were constructed to the number of 27. Culverts built to date number 15, and 11 farm crossings on the smaller ditches were constructed. The construction work of this district should be completed by the end of October, 1922.

*District No. 7 (Dickson)—*

Construction work was resumed in this district in September, short pieces of the lateral ditches being let out on contract to owners of a few teams. Excavation to the amount of 28,000 cubic yards was completed, leaving 12,000 cubic yards still to be done.

*District No. 6 (Viking)—*

The works are completed.

Other districts which had taken certain steps but had not commenced any construction under the old Act are the Forestburg district (No. 8) and the Little Hay Lakes district (No. 11).

Of these, the first mentioned was formed, but has now decided not to proceed with construction and is being wound up; the second is proceeding to take a vote on the question of formation and the election of trustees.

Other districts which were petitioned for and for which engineers were appointed by the Minister to report are West Sturgeon (No. 14), Paradis Gurney (No. 15), Golden Spike (No. 16), Bearhills Lake (No. 18) and Ta'watinaw (No. 19).

*Irrigation—*

Under "The Irrigation Districts Act, 1920" the work of the various districts is carried on by the boards of trustees of the



various districts under supervision of the Irrigation Council. The departmental connection with them is chiefly prior to the formation, and in obtaining independent reports where Government guarantees of debentures are asked for.

At the 1921 session of the Legislature the Government by special legislation provided for the guarantee of the bonds of the Lethbridge Northern Irrigation District to the extent of \$5,400,000.00. The progress of the work will be set out in the report of the Irrigation Council.

The United Irrigation District was favourably reported upon and the Government has undertaken to introduce guarantee legislation at the next session.

The South Macleod District on the 30th day of August, 1921, voted practically unanimously for formation and elected trustees. A special report upon their project is now at hand.

Special reports were obtained in connection with the Medicine Hat Eastern and Medicine Hat Southern projects.

The Little Bow Irrigation District will vote shortly on the question of formation.

Petitions for formation have been received in some other cases—the New West District, the North Retlaw, and the Retlaw-Lomond District, but pending receipt of reports from the engineers of the Dominion Reclamation Service on these, no further action can be taken.

The season of 1921 was exceptionally dry and there is a growing demand for irrigation in the semi-arid areas in the province. There is no doubt that irrigation will help solve some of the difficulties now being encountered in that part of the country, but irrigation development must only proceed hand in hand with the colonization of the lands necessary to its success.

The Survey Board for Southern Alberta, appointed by the Government to report on the drought areas, will doubtless make definite recommendations in this regard.

Respectfully submitted,

L. C. CHARLESWORTH,

*Director of Irrigation and Drainage.*

## ARCHITECTURAL BRANCH

J. D. ROBERTSON, ESQ.,

*Deputy Minister of Public Works.*

SIR:—I have the honour to present to you my report of the work undertaken by the Architectural Branch during the year 1921, as follows:

The work of the Branch during the year has been exceptionally heavy on account of the large amount of work under construction and the preparation of drawings and specifications for contemplated construction; the principal work under construction being the new Normal School and Institute of Technology, Calgary, and the Nurses' Home at the Ponoka Mental Hospital.

The maintenance and operation of Provincial Buildings under the care of this Branch has been carried on in a satisfactory manner and all buildings are being kept in excellent condition.

The work undertaken is described in detail below.

### *Ponoka Mental Hospital—*

Plans, specifications and details were prepared and tenders were invited for the erection of a Nurses' Home to accommodate forty-six nurses. The lowest tender received—that of the H. G. McDonald Co., Edmonton—was accepted. Construction was commenced in June, 1921, and the building has been completed and is now occupied.

Late in the year, instructions were received for the erection of a Dairy Barn to accommodate 125 head of dairy cattle. Plans and specifications were prepared in conjunction with the officials of the Agricultural Department. In view of the necessity of providing employment and of spreading the work over as large a number of workmen as possible, it was decided to construct the building by day labour under the supervision of this Branch. The work was commenced in December, 1921, and satisfactory progress has been made, considering weather conditions.

The supervision of the operation of the power plant having been placed under the care of this Branch, a careful survey of the plant was made and it was found that a certain amount of alteration and enlargement of the plant was necessary to cope with the largely increased demand on its various services.

A careful study of this most difficult problem was at once commenced and sufficient progress has been made with the necessary drawings and specifications to allow of construction to be undertaken as soon as the heating season is over which will allow work to proceed without interference with the service.



*Provincial Gaol, Fort Saskatchewan—*

Drawings and all necessary details were prepared for the erection of a cell block, being the first unit for the female jail, the cell block providing accommodation for fifty prisoners with laundry, sewing-rooms and bathrooms. The building is of reinforced concrete construction and is complete in every way. The construction was undertaken under the supervision of this Branch by day labour, using prisoners for the unskilled work. The plumbing and heating was contracted for, the successful contractor being H. Kelly & Co., of Edmonton. The building has been completely enclosed and the heating installed, allowing the work on the completion of the interior to proceed during the winter months.

*Provincial Gaol, Lethbridge—*

Plans and specifications were prepared for a horse barn and a cattle barn, construction being carried out by day labour under the supervision of this Branch.

*Home for the Feeble-minded, Edmonton—*

A very careful study has been given to the design of this proposed Institution, which is planned to ultimately accommodate from 1,000 to 1,500 patients. A complete scheme was designed in a general way, and plans, specifications and details prepared for the erection of the first two units to accommodate 100 patients each. These drawings were completed ready for tenders in July, but no action was taken to proceed with the construction pending definite instructions. Excavation for the two buildings and the main sewer line has been proceeded with as a relief measure. The administration of the proposed Institution having been now transferred to the Department of Health, the whole scheme has been gone over and discussed very carefully with the officials of the Health Department and arrangements are now being made to proceed with construction.

*Normal School and Institute of Technology, Calgary—*

The contract drawings for the main building of this scheme were prepared in 1920. Tenders were invited and received in February, 1921, and the tenders of the J. McDiarmid Co., of Winnipeg, General Contractors, the J. Ballantyne Co., of Calgary, Plumbing and Heating Contractors, and the Cunningham Electric Co., of Calgary, were accepted, construction being immediately commenced. The work has proceeded as satisfactorily as could be expected, the building being now completely enclosed and heated, which allows the interior work to proceed during winter.

The construction of the workshop building in the same scheme, which was commenced in 1920, has been completed satisfactorily.

Plans, specifications and details were prepared for the construction of the power-house building. Tenders were invited and the contract was awarded to the H. G. McDonald Co., of Edmon-

ton, the lowest bidder. Sufficient equipment was purchased to provide for the heating of the buildings during construction. The work on the power-house building was commenced in August, 1921, and the building sufficiently advanced to allow the installation of the heating equipment.

A considerable amount of detail work has been prepared in the drafting room in connection with this building and careful supervision during erection has been provided.

#### *Provincial Police Building—*

Plans for the alteration of and addition to the Police building at St. Paul des Metis were prepared, construction being commenced and carried on satisfactorily.

Drawings were also prepared for the erection of Police Buildings at Drumheller and also at Edmonton, construction of which will likely proceed in the early spring.

#### *Central Alberta Sanitarium—*

In conjunction with the staff of the Engineering Department, Soldier Civil Re-establishment, plans were prepared for the alteration of one of the pavilions to adapt same for infirmary purposes and also for the heating of the dormitories in all four pavilions. Tenders were invited for the heating work and awarded to the James Ballantyne Co., of Calgary. The alteration to the Infirmary Pavilion was carried on as day work and this has now been completed in a satisfactory manner.

A certain amount of development work on the grounds surrounding this institution has been carried on.

#### *Rural Hospitals—*

Plans for the proposed construction of Municipal Hospitals under "The Municipal Hospital Act" have been carefully considered by this Branch and plans undergoing consideration have been inspected from time to time. This work is done in conjunction with the Municipal Hospitals Branch of the Department of Health.

#### *Rural Schools—*

The amount of school building during 1921 was considerably less than in former years. Plans for 154 school buildings were dealt with, but tenders were approved in 81 cases only. The amount of actual building carried out was approximately \$377,000.00. Approximately \$184,000.00 of school building construction was held over owing to various reasons, principally inability on the part of School Districts to finance the proposed undertakings.

#### *Maintenance and Operation—*

The maintenance and operation of all Provincial Buildings has been carried on under the direct supervision of Mr. D. E. McDonald, General Superintendent of Buildings, in the most satis-



factory manner. All the buildings are in an excellent state of repair and both the operation and the service given in these buildings have been satisfactory to all the departments concerned.

In November last the operation and construction of power plants in connection with Provincial buildings was placed under the supervision of this Branch and has added considerably to the administrative work of the Branch.

A very careful survey of all Government plants is being carried out and it is hoped that the operation will be carried out in a satisfactory manner, more especially after certain much needed work is done on these plants.

The actual expenditure in connection with the work of the Branch during 1921 has been very considerable, the expenditure in connection with new construction amounting to approximately \$1,070,000, and in the case of maintenance and operation, \$400,000, making a total expenditure of approximately \$1,470,000.

I have the honour to be, Sir,

Your obedient servant,

RICHARD P. BLAKEY,

*Provincial Architect.*

## STEAM BOILERS BRANCH

EDMONTON, ALTA., December 31st, 1921.

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

SIR:—I have the honour to furnish you with the report of the Steam Boiler Branch for the year 1921.

Owing to the shortage of help required to fill the vacancies in the staff, many pressure vessels and much of the power plant equipment governed by the Act has necessarily had to be left for future attention.

The rural parts of the Medicine Hat district which have not been worked for nearly three years were thoroughly inspected this year, three members of the staff being detailed for the service. All traction and portable boilers were carefully inspected and tested where possible. Arrangements are now being made to undertake the examination of the stationary equipment located in the principal towns within that territory at an early date.

Complete returns of boiler and power plant inspections for the year total 2,085. This result is lower than our last year's returns, but the average number of inspections made by each inspector is higher.

The classification and condition of boilers and other pressure vessels reported is as follows:

Horizontal Tubular .....	315
Horizontal Furnace .....	61
Locomotive .....	998
Vertical .....	142
Water Tube .....	99
Air Receivers .....	107
Steel Heating .....	212
Cast Iron Heating .....	151
Total.....	<u>2085</u>

### Condition:

Good .....	1282
Fair .....	782
Poor .....	15
Condemned .....	6
Total.....	<u>2085</u>

Examinations for engineers' certificates have been conducted at 19 advertised points in the province including Spirit River, Peace River Crossing, Grande Prairie, and High Prairie and were well attended. In addition, 84 monthly examinations were held at



the District Inspectors' headquarters in Edmonton, Vegreville, Camrose, Red Deer, Hanna, Calgary, High River and Lethbridge. As a result of these examinations, including those held by myself at the Branch office, 893 engineers and firemen's certificates were issued to successful candidates.

Under the provisions of Section 39 of the Act 128 Permits have been issued to owners of boilers and engines on account of inability to secure the services of certificated engineers. Very few of these permits covered the operation of stationary plants, while the total issue for the year is nearly 45 per cent. less than the year previous.

Regarding my personal duties, in addition to the general technical duties of the Chief Inspector I have undertaken the survey of 139 complete designs and specifications for power plant installations, boilers, air and gas receivers, disinfectors, absorbers and boiler accessories. These designs are submitted by Manufacturers, Consulting Engineers and others for registration under the new Interprovincial code of Regulations governing the construction and inspection of boilers and other pressure vessels. The revenue received by the Department for this service totalled \$1,122.50. New engineers' examination question papers suitably arranged for each grade of certificate were also compiled with the assistance of the senior Inspector and put in service early in the year.

Referring again to vacancies in the staff, Inspector Marshall of the Lethbridge district resigned at the end of February, after being in the service twelve and one-half years, on account of the salary being inadequate for the services of a competent mechanical engineer and surveyor.

Many operating engineers in that district holding provisional certificates, also firemen with practically no experience whatever, have been paid higher wages for a number of years past than that provided for an Inspector of Boilers by the Government schedule. These conditions, which are general throughout the province, have given the Inspectors much discouragement and have not tended to create the discipline and respect for an Inspector such as the Boilers Act requires, either from engineers or steam users with whom they come in contact, consequently, continual dissatisfaction has been expressed by the staff. We have, for this reason, been unable to recommend the appointment of other capable men to fill the vacancies in the Vegreville and Medicine Hat districts, since such service cannot be secured at the present schedule rates.

It is hoped that some arrangement will soon be made to enable us to place an Inspector in the Camrose and Vegreville districts, in order to be prepared for the coming year's work, which includes the inspection of all the north country as far as the boundary extends. This territory has not been covered since the year 1918.

You will note Inspector Marshall's remarks in his report regarding his inability to inspect, in one year, all the boilers con-



tained in the Lethbridge district. I might suggest that this would go to prove the necessity of discontinuing the general use of driving teams in the Lethbridge and Red Deer districts, since twice the distance can be covered with a car in less time and with less expense.

A few accidents, principally of a minor nature, have occurred through the use of pressure vessels in the province during the past twelve months.

A steam coil exploded in the residence of Mr. R. D. Porter, Medicine Hat, last February, fracturing Mr. Porter's head and right arm. The coil was situated at the rear of the fireplace in front of which Mr. Porter and some friends were sitting when the coil ruptured at the seam, evidently owing to excessive pressure. This domestic equipment is not subject to inspection by the Act, therefore, no records are kept of such installations by the Department.

Six 72" x 18'0" and two 66" x 16'0" Horizontal Tubular Type Boilers are reported as having been badly damaged by overheating, due to incrustation and precipitation of solids contained in the feed water. In every instance these failures could have been prevented by the installation of proper equipment for eliminating all such elements from the boiler feed. The cost of such equipment is so small as compared with the expense of closing down the mines (where these boilers were in service) or reducing the output that it is surprising the management continues to run such risks, having been constantly warned by the Inspectors.

The rear courses of two large Horizontal Tubular Boilers operating the Jewel Colliery, Wayne, were brought down last year through overheating. The mine was closed down and the boilers repaired. A few months later the front course of the same boilers dished throughout a large area, one of the depressions measuring 4" at the centre and extending a distance of 87" circumferentially and 56" longitudinally. Again the mine was out of business and the boilers upon inspection were found to require complete new front courses. Had the Inspector's recommendations been followed neither of these events would have taken place, or the lives of those in the vicinity endangered.

Upon taking charge of the power plant at the Blue Diamond Coal Company's plant, Brule, the chief engineer reported two of the boilers heavily scaled and in dangerous condition. Inspector Cargill was sent out to investigate and on entering the boilers found the tube sections and back tube sheets to be practically solid with scale. He left instructions with the company to thoroughly clean all heating surfaces before placing the boilers in service. The management discharged the engineer for reporting this case and caused the boilers to be put on the line before being properly cleaned, with the result that one side of the firesheet was bulged through overheating and the inspector had to make another trip west to supervise repairs.

In view of such gross neglect on the part of certain steam users, I consider that some provision should be made in the Act



compelling the installation of proper feed water filtration equipment wherever the inspector considers it essential in the interests of public safety.

Several steam tractor boilers are reported to have been damaged due to low water, two of these resulting from lack of regulation fittings. The fusible plug on one boiler, the firebox of which collapsed, was found to be spiked with a three-eighths-inch steel bolt. In another instance the engineer attempted to run without a water gauge glass. The engineers in both bases were penalized by having their certificates cancelled as the result of an investigation.

An increasing number of steam tractors are being used in districts where the water is favorable for this class of power. For several years past gas tractors have generally supplanted the use of steam engines, since it was the opinion that they furnished cheaper power. A good gas engineer, however, demands a higher rate of pay than the average certificated steam engineer and this fact, combined with the steam tractor giving more reliable uniform service, is now interesting the farmer and we, therefore, expect a rapid increase in the number used this year.

Returns of cases of illegal operation and prosecutions for violating the Act show a total of fourteen convictions. A number of these were conducted by the Alberta Provincial Police, who have materially assisted the Branch in requiring the observance of the law by steam users, particularly in outlying parts of the province and at various contractors and railroad construction camps.

Twelve license plates were issued free in accordance with section 8, subsection 2 of the Boilers Act.

The schedule of inspection and engineers' certificates issued and fees collected, also the expenditures in connection with the administration of the Boilers Act is appended hereto for your information.

I have the honor to be, Sir,

Your obedient servant,

F. W. HOBSON,

*Chief Inspector of Steam Boilers.*

#### SCHEDULE.

	1920	1921
Number of Certificates Issued for Boilers Inspected..	2122	1940
Number of Advertised Examinations Held for Engineers	19	19
Number of First Class Certificates Issued.....	4	6
Number of Second Class Certificates issued.....	25	16
Number of Third Class Certificates Issued .....	166	158
Number of Traction Final Certificates Issued.....	114	101
Number of Firemen's Final Certificates Issued.....	42	23
Number of Provisional Certificates Issued.....	491	388
Number of Renewals of Provisional Certificates Issued.	260	201
Number of Permits Issued.....	226	128

## FEES COLLECTED.

	1920	1921
For Inspection of Boilers .....	\$ 8,425.00	\$ 7,421.00
For Special Examination of Boilers, etc. ....	1,785.19	2,506.96
For Examination of Candidates for Final Certificates .....	1,532.50	1,487.50
For Provisional Certificates .....	3,505.00	2,910.00
For Permits .....	1,680.00	970.00
For Survey of Drawings.....	396.50	1,122.50
For the Issue of Boiler License Plates.....	12,975.00	11,925.00
Total.....	\$30,299.19	\$28,342.96

## EXPENDITURES.

For the year ending December 31st, 1921, in connection with the administration of The Boilers' Act.

Salaries and Personal Expenses .....	\$26,215.10
Operation of Seven Automobiles .....	5,318.00
Railway Transportation .....	804.40
Printing, Advertising and Sundries .....	6,708.33
Total.....	\$38,045.83

LETHBRIDGE, December 31, 1921.

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

Sir,—I have the honor to submit to you my annual report for the year ending December 31, 1921.

Examinations for engineers have been held in Lethbridge on the first Friday and first Saturday in each month throughout the year, the results of same being as follows:

First Class Certificates.....	0
Second Class Certificates.....	3
Third Class Certificates.....	9
Traction Final Certificates.....	10
Firemen's Final Certificates.....	1
Provisional Certificates.....	45
Renewal of Provisional.....	13
Total.....	81

A total of 192 boilers was inspected by me during the year, and the various types are as follows:

## HIGH PRESSURE.

Horizontal Return Tubular.....	33
Water Tube .....	13
Internal Furnace.....	15
Locomotive Firebox.....	71
Vertical .....	15
Air Receivers .....	9
Total.....	156



## LOW PRESSURE.

Steel ..... 36

The condition of boilers inspected is as follows:

Good .....	131
Fair .....	56
Moderate .....	5
Total.....	192

During the year I made eleven special inspections of engines and boilers of various types, three of these inspections being outside of the province, viz., one in British Columbia and the other two in different states of the United States of America. All fees and expenses attached to these trips were paid by the owners.

There are a large number of boilers and air receivers throughout the southern portion of the province which have not been inspected during the past two years. This is due to lack of inspectors. The district at present under my supervision is far too large for one inspector and it is absolutely impossible to inspect all the boilers in the district in one year. The Boilers Act requires that each boiler shall be inspected once a year and, in my opinion, it is essential to safety that this provision be complied with, otherwise, it is merely a question of time before serious accidents occur.

Correspondence and enquiries at this office take up a great amount of time and upon returning from an inspection trip lasting ten days or so, one is simply inundated with enquiries and phone messages.

The only remedy for the unsatisfactory state of affairs existing in the Steam Boiler Branch of the Alberta Government would be the employment of a sufficient number of competent inspectors to do the work efficiently.

During the month of February I attended a conference of Boiler Inspectors held in Edmonton for the purpose of discussing suggestions for the better construction and enforcement of the regulations governing boilers in the Province of Alberta.

From March 1 until May 22 I was not in the service of the Department.

Twenty-nine permits were issued to owners of boilers who were unable to secure the services of certificated engineers.

I have the honor to be, Sir,

Your obedient servant,

N. MARSHALL,

*Inspector of Boilers, District No. 1.*

CALGARY, December 31, 1921.

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

Sir,—I have the honor to submit to you my annual report for the year ending December 31st, 1921, in accordance with section 17, sub-clause 4 of the Boilers Act.

Commencing the year with the assistance of Inspector A. W. Dick of High River, we arranged to inspect as many boilers as possible during the cold weather without inconveniencing the owners in this district, Inspector Dick taking his usual route south of the C.P.R. main line during January, February and March.

On February 14 I reported in Edmonton for the Inspectors' Conference and returned to Calgary on February 22, after the routine of business was completed.

The total number of applicants for engineers' examinations is as follows:

First Class Certificates .....	2
Second Class Certificates .....	9
Third Class Certificates .....	50
Traction Final Certificates .....	16
Firemen's Final Certificates.....	3
Provisional Certificates .....	34
Renewal of Provisional .....	3
Total.....	117

A total of 238 boilers was inspected by me during the year and the following is a list of the types and condition of same:

High Pressure .....	138
Air Receivers .....	7
Heating Boilers, Steel and C. I. S. ....	93
Total.....	238

## CONDITION

Good .....	110
Very Fair .....	95
Fair .....	33
Total.....	238

## TYPE

Water Tube .....	19
Horizontal Return Tubular .....	40
Locomotive Firebox Tubular .....	46
Vertical Fire Tube .....	28
Marine Dry Back .....	5
Air Receivers .....	7
Heating Boilers, Steel and C. I. S.....	93
Total.....	238



During the year four days were spent on special inspections and fifty-two visits were made to various plants and machine works throughout this district in connection with changes made and the renewal of installations and boiler repairs of various kinds, such as boilers being retubed; fire sheets straightened up; and several plants where steam lines and valves were changed in order to comply with the regulations, especially where boilers were being changed from old settings into new.

Four permits were issued during the year.

Acting upon instructions, I proceeded on Monday, July 25, to the Medicine Hat district, in order to assist in inspecting all boilers in and between Townships 11, 12, 13 and 14 from Range 1 to Range 19, west of the 4th meridian.

Three fires occurred in buildings adjacent to the boiler rooms in the city of Calgary. One boiler room roof was destroyed, which caused the pipe lines to warp. New steam lines were ordered and on account of so much water being pumped on the brick setting, the same had to be renewed and suspending girders reset. No damage was done to the boilers.

I have no accidents to report during the year.

I have the honor to be, Sir,

Your obedient servant,

JOS. BUXTON,

*Inspector of Boilers.*

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HIGH RIVER, December 31, 1921.

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

Sir,—I have the honor to submit to you my annual report as Inspector of Boilers for the year ending December 31, 1921, in accordance with section 17, clause 4 of the Boilers Act.

During the year I was engaged inspecting boilers in four inspection districts along with my own district. In January I inspected boilers in the Carbon district. From February until May I was engaged in Calgary, Lethbridge and Medicine Hat and conducted the monthly engineers' examinations in Lethbridge during this period. Early in May I commenced inspecting farm boilers and outlying plants in my district. In July I received instructions from the Department to inspect the boilers in the southern portion of the Medicine Hat district and acting upon these instructions I inspected the boilers in Taber, Bow Island, Foremost, Milk River and Coutts. I then resumed inspections in my own district until the end of the year.

I held engineers' examinations in High River on the first Saturday of each month throughout the year, with exception of the months in which I conducted the examinations in the city of Lethbridge.

Fifty-two applications for engineers' examinations were received during the year, of which eleven could not show sufficient experience to be allowed to sit for examination. Four failed to qualify for the certificates for which they were examined and were granted a lower grade. One failed to qualify for any certificate.

The following shows the number and class of certificates recommended:

Third Class Certificates .....	17
Traction Final Certificates .....	9
Provisional Certificates .....	17
Renewal of Provisionals .....	6
Total.....	49

During the year I made 313 inspections and in each case an Inspection Certificate was issued.

The types and number of boilers inspected were as follows:

#### HIGH PRESSURE

Horizontal Tubular .....	23
Vertical .....	9
Locomotive Firebox .....	206
Water Tube .....	22
Air Receivers .....	11
Gas Receivers .....	10
Total .....	282

#### LOW PRESSURE

Horizontal Tubular .....	9
Vertical .....	3
Locomotive Firebox .....	9
Internal Furnace .....	3
Cast Iron Sectional .....	7
Total .....	31

The condition of boilers inspected is as follows:

Good .....	192
Fair .....	117
Poor .....	4
Total .....	313

I am pleased to say there were no boiler explosions or accidents in my district during the year.

A number of cases of alleged illegal practice in the operation of boilers were investigated throughout the district at the request of informants and found to be without legal foundation.

I made two special inspections, the expenses in connection therewith being defrayed by the parties requesting the inspections.



Twenty applications for permits were received at this office and upon investigating each case I found thirteen could obtain engineers'. Seven were issued permits.

Number of letters and parcels received.....	385
Number of letters and parcels dispatched.....	443

I have the honour to be Sir,

Your obedient servant,

A. W. DICK,

*Inspector of Boilers, District No. 3.*

CALGARY, December 31, 1921.

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

SIR,—I have the honour to submit to you my annual report as Inspector of Boilers for the year ending December 31st, 1921, in accordance with Section 17 of the Boilers' Act.

The early months of the year were spent in the inspection of stationary plants in the various towns in my district and holding examinations for engineers at the following points: Wainwright, Viking, Provost, Hardisty and Wetaskiwin. The Summer and Fall months were spent in inspecting boilers used for agricultural purposes throughout the country.

In addition to the Spring examinations for engineers the usual monthly examinations were held in Camrose up to the month of November, when I was transferred to the Calgary district.

The following is a summary of engineers' certificates recommended by me:

Third Class Certificates .....	6
Traction Final Certificates .....	4
Provisional Certificates .....	62
Renewal of Provisional .....	33
Firemen's Final Certificates .....	1
Total .....	106

One candidate failed completely and ten failed for the class written for, but were granted certificates of a lower grade. Ten were turned down for lack of experience.

The following is a summary of the boilers inspected by me:

#### HIGH PRESSURE

Horizontal Tubular .....	14
Locomotive Firebox .....	156
Return Flue .....	4
Vertical .....	5
Air Receivers .....	9
Total .....	188

## LOW PRESSURE

Steel Heating .....	14
Cast Iron Heating .....	37
Total .....	51

## Condition of boilers inspected:

Good .....	115
Fair .....	91
Moderate .....	25
Poor .....	7
Condemned .....	1
Total .....	239

I issued 200 Inspection Certificates.

Owing to light crops and the difficulty experienced in obtaining water throughout the eastern portion of this district a number of the boilers visited had not been operated since the previous inspection. In most cases the owners of steam tractors had availed themselves of the services of one of the numerous gas tractor outfits to do their threshing. Quite a number of steam tractor owners who were stricken with the gas tractor epidemic and who had traded in their steam outfits for gas power, have already returned to steam, this being particularly noticeable in districts where the crops are generally heavy and water plentiful.

I am pleased to state that I have no accidents to report resulting in injury to any person.

I recommended the suspension of two traction engineers' certificates for gross carelessness in the operation of boilers under their charge. In one case I found the fusible plug spiked with a three-eighths-inch bolt and the crown sheet badly sprung. In the other case the engineer operated with his gauge glass broken and depended entirely on the gauge cocks in the rear water column. This crown sheet was dished to such an extent as to take the flange of tube sheet down with it.

Five complaints of alleged illegal operation were investigated by me. In only one case was the evidence sufficient to warrant a prosecution. In this case the owner was fined fifty dollars and costs under Section 40 of the Act.

Ten permits were issued by me to owners who were unable to secure the immediate services of duly qualified engineers in accordance with Section 39 of the Act.

Four special inspections were made during the year, all expenses incidental thereto being defrayed by the owners as provided for in Section 16 of the Act.

I have the honour to be, Sir,

Your obedient servant,

J. F. HAWKINS,

*Inspector of Boilers.*



EDMONTON, December 31, 1921.

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

SIR,—I have the honour to submit to you my annual report as Inspector of Boilers in the Edmonton District for the year ending December 31st, 1921, in accordance with section 17, clause 4 of the Boilers Act.

Work in connection with inspection of boilers has proceeded consistently throughout the year, alternating between city and country work as the seasons were most suitable for each.

In February a convention of inspectors was held in Edmonton, at which matters of importance to the working of the branch were discussed.

During the month of March examinations for engineers were held at Peace River, Grande Prairie, Spirit River, Edson and Morinville. Examinations have also been held regularly on the first Saturday of each month throughout the year in Edmonton.

The number of candidates at these examinations shows a slight decrease from that of the previous year, and following is a summary of the candidates examined and the classes of certificates recommended:

Second Class Certificates .....	3
Third Class Certificates .....	48
Traction Final Certificates .....	24
Firemen's Final Certificates .....	11
Provisional Certificates .....	82
Renewal of Provisional .....	22
Total.....	190

Fifteen candidates failed to obtain the certificate for which they wrote but were granted certificates of a lower grade, and one candidate failed entirely in a written examination. In addition to these a number of applications for examination could not be considered owing to lack of evidence of the applicant having had the necessary experience.

One engineer holding a limited third class certificate had to be severely censured for apparent inefficiency shown in the operation of a small saw-mill plant. After an investigation into all the circumstances it was decided to take no action in dealing with his certificate, censure and a warning for the future being deemed sufficient.

During the year a total of 280 boilers were inspected by me, and the various types are enumerated as follows :

## HIGH PRESSURE

Horizontal Return Tubular .....	74
Horizontal Furnace Tubular .....	10
Internal Furnace .....	8
Locomotive Firebox .....	86
Vertical .....	40
Water Tube .....	25
Compressed Air Receivers .....	13
Total .....	256

## LOW PRESSURE

Horizontal Return Tubular .....	13
Horizontal Furnace Tubular .....	3
Locomotive Firebox .....	3
Cast Iron Sectional .....	5
Total .....	24

## Condition of Boilers at time of inspection:

Good .....	190
Fair .....	80
Moderate .....	7
Poor .....	3
Total .....	280

Number of Boilers for which Inspection Certificates were issued, 273.

Although defects in boilers have been discovered from time to time, I am pleased to be able to again report that no accident, involving personal injury to anyone in connection with the operation of engines and boilers, has occurred.

In the case of a locomotive firebox boiler which was delivered into the province by a supposedly reliable firm of boilermakers, I had to take exception to the indifferent workmanship shown in its construction. This being brought directly to the notice of the manufacturers they were obliged to go to considerable expense in order to put the boiler into a condition in which I could certify it, which may have a tendency towards better workmanship being put on their boilers in future before leaving the workshop.

I have issued no permits under Section 39 of the Boilers Act, as the number of engineers holding certificates in this district seems to have been at all times in excess of the number of situations vacant.

Ten special inspections have been undertaken at the request of the respective owners, the expenses of such inspections being defrayed by them, as required by Section 16 of the Act.

Several complaints of illegal operation have reached me, and as these were for the most part at a considerable distance from headquarters I advised the district police who undertook the investigation in each instance.

Correspondence in connection with inspection work and engineers' examinations has been fairly regular, 480 letters having been received, and 544 letters and parcels mailed.

I have the honour to be, Sir,

Your obedient servant,

J. F. CARGILL,

*Inspector of Boilers, District No. 9.*



HANNA, December 31, 1921.

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

SIR:—I have the honour to submit to you my annual report for the year ending December 31, 1921, in accordance with the requirements of Section 17, Clause 4, of The Boilers Act.

During the early part of the year, until the beginning of May, I was inspecting the stationary boilers in Drumheller, Rosedale, Wayne, Coronation, Stettler and Big Valley districts, afterwards starting into the country to inspect agricultural boilers.

My itinerary having been organized and under way, I was ordered to proceed immediately to the Medicine Hat district the first week in July to inspect the boilers in that territory bounded on the north by the Red Deer River, on the east by the Fourth Meridian, on the south by Township 14 and on the west by Range 19, which comprises an area of approximately 5,000 square miles. This territory is very sparsely settled, and contains very few boilers and meant considerable traveling to find them, making the expenses per boiler very high.

Engineers' examinations have been held at Hanna on the first Saturday of each month throughout the year.

Certificates were recommended as follows:

First Class Certificates .....	1
Second Class Certificates .....	2
Third Class Certificates .....	8
Traction Final Certificates .....	6
Provisional Certificates .....	30
Renewal of Provisional .....	6
Total .....	53

Seventeen candidates failed to qualify in the class written for, but were granted certificates of a lower grade. Twenty-three candidates were refused examination through not having satisfactory proof of their experience.

A total of 252 boilers was inspected by me during the year and 217 certificates issued for same.

The boilers inspected may be classified as follows:

#### HIGH PRESSURE

Horizontal Return Tubular .....	47
Horizontal Furnace Tubular .....	1
Internal Furnace Ret. Tubular .....	1
Locomotive Firebox .....	124
Vertical .....	14
Water Tube .....	8
Air Receivers .....	14
Total .....	209

## LOW PRESSURE

Horizontal Return Tubular .....	13
Locomotive Firebox .....	2
Vertical .....	1
Cast Iron Sectional .....	27
Total .....	43

## CONDITION OF BOILERS

Good .....	156
Fair .....	58
Moderate .....	33
Condemned Until Repaired .....	4
Condemned .....	1
Total .....	252

Several boilers at the Mine Plants in Wayne were bagged during the year, owing to the water supply in this district being very muddy at certain times of the year. These boilers would not have been damaged again had the owners seen fit to install an open feed water heater as suggested by me at my previous inspections, but the owners thinking it more economical, prefer to withhold the equipment and let the engineer take the responsibility. The engineer not caring to be constantly moving his home and family from one place to another, on account of the children changing schools and the expense attached to moving, is constantly having to decide between his job and his reputation as an engineer, through his employer not giving him the necessary equipment and he usually finishes up with losing his reputation by damaging the boilers. This does not concern the plant owner, as he just engages another engineer whose circumstances force him to accept the position.

While boring the soot out of the tubes in a locomotive with an air drill, at the Monarch Mine, Nacmine, Robert Brown who holds a First Class Certificate as an engineer, had his thumb torn off when the glove he was wearing was caught on the revolving drill.

I have to report four cases of prosecution under Sections 6, 38 and 40 of The Boilers Act. A conviction with fines being secured in each case. The total amount of fines was \$120.00.

Engineers were hard to procure during the season for agricultural boilers on account of the poor crops making the length of time they would be employed not worth their going out to the job.

Twenty-five permits were issued under Section 39 of The Boilers Act to owners of boilers who were unable to obtain the services of qualified engineers.

Twelve special inspections were made during the year, all expenses incidental thereto being defrayed by the owners in accordance with Section 16 of The Boilers Act.



Car mileage covered on special inspections and paid for by the owners of the respective boilers totals 1,160 miles.

Revenue from special inspections over and above the ordinary charges and paid for by the owners of the respective boilers totals \$505.15.

A total of 507 letters and parcels were received and 395 mailed during the year.

I have the honour to be, Sir,

Your obedient servant,

A. BRADSHAW,

*Inspector of Boilers, District No. 6.*

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RED DEER, December 31, 1921.

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

SIR:—I have the honour to submit to you my annual report as Inspector of Boilers in district No. 6 for the year ending December 31, 1921, in accordance with the provisions of Section 17, Clause 4 of The Boilers Act.

During the early part of the year I inspected boilers at Innisfail, Olds, Red Deer, Lacombe, Ponoka and all the coal mines on the Brazeau Railroad west of Red Deer, and attended the Inspectors' Conference at Edmonton.

In May I started inspecting agricultural and saw-mill boilers, working north to Hobbema and west to the Saskatchewan River, south to Crossfield, covering the whole of the territory west of Edmonton and Calgary Railroad. I then covered the south-east portion of my district and managed, owing to the unusually dry condition of the roads in the western portion of my district, to cover nearly two-thirds of my district. During December I inspected boilers at Ardley and Didsbury. I lost two weeks through illness in November.

Monthly examination were held at Red Deer on the first Saturday in each month for engineers. Ninety-five candidates presented themselves for examination and of these seven were not examined as they could not produce evidence showing the experience required by the Act. Twenty-four candidates, mostly third class, failed to pass for the grade for which they sat, but were recommended for a lower grade certificate.

The following is a list of the class and number of certificates recommended by me:

Second Class Certificates .....	2
Third Class Certificates .....	12
Traction Final Certificates .....	6
Provisional Certificates .....	38
Renewal of Provisional .....	31
Fireman's Final Certificates .....	1
Total .....	90

Five of the candidates were correspondence students of the Government Institute of Technology, and it was a pleasure to correct their papers. The plea given by engineers of lack of educational facilities is not now accepted by me, and this accounts for the higher percentage of third class failures for the year. One traction fireman from information he received from the Institute of Technology Third Class Course on the Upkeep and Setting of the Wolfe Slide Valve is now using one and a half tanks less of water per day plowing than formerly; needless to say he is a satisfied student. He has qualified for Final Traction Certificate.

During the year I visited 322 boilers and certificates were issued for 286. A number of boilers in the south-east portion of my district were not in operation owing to the poor crops. From Olds north the crop conditions were good and fully 20 steam threshing outfits from southern and eastern parts of the province were moved into that district.

The types and condition of the boilers inspected are as follows:

#### HIGH PRESSURE.

Horizontal Tubular .....	44
Internal Furnace Ret. Tubular .....	1
Locomotive Firebox .....	167
Vertical Tubular .....	16
Water Tube .....	2
Return Flue .....	9
Horizontal Furnace Tubular .....	6
Air Receivers .....	27
Total .....	272

#### LOW PRESSURE.

Steel .....	20
Cast Iron .....	29
Total .....	49

#### CONDITION OF BOILERS.

Good .....	203
Fair .....	98
Moderate .....	20
Total .....	321

No accidents involving personal injury to anyone have been reported to me. A second hand 72" x 18' horizontal tubular boiler installed at the Saunders Alberta Collieries in the fall of 1920 was bulged in two places in the first course on two separate occasions



last spring. This boiler came in from British Columbia and was heavily scaled. The change of feed water loosened the scale, which in conjunction with muddy feedwater caused the bulges. About twenty tubes were removed, the bulges put up and the boiler fairly well cleaned. New tubes and a protecting arch were fitted, and the boiler is operating at its previous pressure of 90 pounds, the engineer in charge reporting monthly to me the condition of boiler at each washout. A second hand boiler of the same type at the Saunders Creek mine was also bulged very slightly, close to the blowdown in the second course. This has been put up.

To date three second hand horizontal tubular boilers from other districts, all heavily scaled, have been damaged in my district, one beyond repair. In future I do not intend to allow the operation of any scaled second hand horizontal tubular boilers coming into my district until cleaned to my satisfaction, which will mean that practically all the tubes must be removed and the shell and heads cleaned.

During the year I have noticed an attempt to evade payment of the traction license fee, the excuse given being that they were waiting for inspection before paying the fee. Each owner has been acquainted with the provisions in The Boilers Act regarding the license fee being paid before operation, and if not complied with this year prosecutions will take place.

Twenty-five permits were issued under Section 39 of The Boilers Act to owners of boilers who, at the time were unable to secure the services of qualified engineers.

Four special inspections were made, two at the Saunders Alberta Collieries and two at the Lewis and Wiley Hydraulic Sluicing and Coal Company, one of the latter being of an advisory nature. The expenses in connection with these inspections were paid by the owners of the boilers.

Letters and parcels mailed totalled 692.

I have the honour to be, Sir,

Your obedient servant,

JOHN DOUGLAS,

*Inspector of Boilers, District No. 6.*

## ACCOUNTANT'S BRANCH

EDMONTON, February 10, 1922.

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

SIR:—As Accountant of the Department of Public Works I have the honour to submit my report for the year ending December 31st, 1921.

Below I give you comparative figures for the years 1919, 1920, 1921 from which you will see that there is a steady increase in the detail work of the Branch from year to year.

	1919	1920	1921
Number of Vouchers Passed to Treasury..	14,938	19,599	24,261
Vouchers Passed in Connection with Expenditure from Local Improvement Districts Trust Account "A" .....	1,445	1,212	2,250
	<u>16,383</u>	<u>20,811</u>	<u>26,511</u>

an increase of 5,700 vouchers over 1920 and over 10,000 as compared with 1919.

The above total for 1921 covered 26,292 accounts and 6,882 pay-lists, making a grand total of 33,174 dealt with by the Branch during the year.

The number of Cheques Issued in Payment of Local Improvement Districts Trust Account "A" Vouchers was.....6,840  
And the number Drawn on Public Works Suspense Account was ..... 417

A total of .....7,257

There are also a considerable number of accounts issued in connection with the garage for gas, oil and material supplied, all of which are checked and collection of same taken care of by the Branch.

The total number of letters mailed from the Branch was 3,521.

The various ledgers taking care of expenditure by vote, Main Highways Income and Capital, Local and District Highways, Bridges, Ferries, Maintenance and Construction, Public Institutions Maintenance and Administration, Buildings, Alterations, Furnishing and Construction and Stock Ledgers have been duly balanced and found in agreement with the ledgers kept by the Provincial Auditor.

The total amount of moneys received from all sources and deposited with the Provincial Treasurer was \$193,665.57.



The revenue collected by the Steam Boilers Branch during the year was \$28,535.12, and compared with the total of the previous year shows an increase of \$1,765.98.

The Surveys Branch on Account of Leases of Road Allowances, Surveyors' Services, Subdivision Fees, etc., received .....	\$ 10,693.53
Credits to Stock advance totalled .....	49,238.49
Amounts received from Public Institutions for Sale of Produce, Provisions, etc. ....	54,864.76
Amount of Assessment received from Drainage Districts and deposited to credit of Drainage Districts Advance ..	1,420.26
Reimbursement, account cost of Roadwork, proportion cost of Equipment Technical Institute, refunds, etc. ...	48,913.41
	<hr/>
	\$ 193,665.57

The total amount of taxes received from units during the year and deposited to the credit of Local Improvement Districts Trust Account "A" was \$450,559.67, and this together with balance brought forward from previous year \$342,945.59 and interest \$17,405.89, made a total of \$810, 911.15 available. Of this amount there was expended on roadwork, etc., \$401,096.84, leaving a credit balance of \$409,814.31, to be carried forward to the year 1922.

The total expenditure from Trust Account "A" included an amount of \$25,000.00 paid to the Provincial Treasurer as the proportion to be borne by the account, of the cost of administration by the Department of Municipal Affairs.

The staff of the Branch consists of the Accountant, Assistant Accountant, eight clerks and one messenger.

Respectfully submitted,

TOM S. S. DAVIES,

*Accountant.*

## CORRESPONDENCE BRANCH

J. D. ROBERTSON, Esq.,

*Deputy Minister of Public Works,*

Edmonton, Alberta.

SIR:—I have the honour to submit the Annual Report of the Correspondence Branch of the Public Works Department for the year ending December 31st, 1921.

A comparison of these figures with those for 1920 will show that there has been a considerable increase in the work of almost all branches of the Department.

### LETTERS RECEIVED.

Branch	No.
Highways .....	25,793
Surveys and Drainage .....	10,557
Steam Boilers .....	5,375
Accountants and Architects .....	28,128
	<hr/> 69,853

### LETTERS SENT.

Branch	No.	Postage
Highways .....	24,672	\$1,162.08
Surveys .....	9,645	284.33
Drainage .....	1,314	60.82
Steam Boilers .....	8,596	366.94
Accountant .....	3,521	120.70
Architect .....	15,011	468.38
	<hr/>	<hr/>
	.....	\$2,463.25

Total Number of Communications.....	132,612
Registered Letters Mailed.....	6,018
Registered Letters Received .....	1,304

### CASH RECEIVED.

Branch	Entries	Amount
Steam Boilers .....	1,865	\$ 28,545.86
Accountant .....	82	53,295.50
Architect .....	532	25,511.34
Surveys .....	345	8,267.85
Drainage .....	8	2,729.37
	<hr/>	<hr/>
	2,832	\$118,349.92

### NEW FILES MADE AND INDEXED.

Branch	No.
Surveys .....	690
Highways .....	675
Drainage .....	31
Architects .....	15
	<hr/>
	1,411

Respectfully submitted,

W. T. AIKEN,

*Chief Correspondence Clerk.*















